PARK PALAZZO PROJECT

Initial Study/Mitigated Negative Declaration

Prepared for
City of Baldwin Park

November 2020

ESA

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City of Baldwin Park

November 2020

626 Wilshire Boulevard
Suite 1100
Los Angeles, CA 90017
213.599.4300
www.esassoc.com

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SECTION 1
Introduction

The City of Baldwin Park (City) has determined the Park Palazzo project (project or proposed project) is subject to the guidelines and regulations of the California Environmental Quality Act (CEQA). This Initial Study addresses the indirect, direct, and cumulative environmental impacts associated with the proposed project.

1.1 Statutory Authority and Requirements

In accordance with the CEQA Guidelines (Public Resources Code [PRC] Sections 2100–21177) and pursuant to California Code of Regulations (CCR) Title 14, Section 15063, the City of Baldwin Park, acting in the capacity of Lead Agency, is required to undertake the preparation of an Initial Study to determine if the proposed project would have a significant environmental impact. If the Lead Agency finds that there is no evidence that the project, either as proposed or as modified to include the mitigation measures identified in the Initial Study, may cause a significant effect on the environment, the Lead Agency must find that the project would not have a significant effect on the environment and must prepare a Negative Declaration or Mitigated Negative Declaration (MND) for that project. Such determination can be made only if, "there is no substantial evidence in light of the whole record before the Lead Agency" that such impacts may occur (PRC Section 21080(c)).

The environmental documentation is intended to provide an environmental basis for discretionary actions required to implement the project. The environmental documentation and supporting analysis is subject to a public review period. During this review, public agency comments on the document should be addressed to the City. Following review of any comments received, the City will consider these comments as part of the project's environmental review and include them with the Initial Study documentation for consideration by the Planning Commission and City Council of the City of Baldwin Park.

The preliminary determination by the City is that the preparation of a MND could be adequate to address the potential environmental issues associated with construction and operation of the proposed project. Therefore, this document is an Initial Study/MND (IS/MND). If the evaluation of this IS/MND determines that a significant impact cannot be reduce to less than significant, then an environmental impact report would be required.

1.2 Purpose

In compliance with CEQA Guidelines Section 15071, the City has prepared this IS/MND to provide the public and responsible agencies with information about the potential environmental impacts associated with implementation of the proposed project. This IS/MND includes project-level analysis of the potential effects associated with the Park Palazzo project. In addition, this IS/MND include a description of the proposed project, the location of the project, a proposed finding that the project will not have a significant effect on the environment, includes an Initial Study that documents reasons to support the finding, and includes mitigation measures to avoid potentially significant impacts.

SECTION 2
Project Description

2.1 Introduction

The Park Palazzo project (project or proposed project) is located at 14614–14622 Dalewood Street on a 2-acre site in the southern portion of the City of Baldwin Park. The proposed project would develop approximately 59,766 square feet (sf) of commercial uses, including office, medical-office, and retail uses, on an approximately 88,235 sf lot. The proposed structure would be six stories in height and would include approximately 50,566 sf of general office space, 8,000 sf of medical-office space, and 1,200 sf of retail space. In addition, the proposed project would provide a total of 221 parking spaces, including one level of subterranean parking with 21 vehicle parking stalls and a surface parking lot with 200 vehicle parking stalls.

2.2 Project Location

As shown in **Figure 1, Project Location Map**, the project site is located on 14614–14622 Dalewood Street on an approximately 2-acre site in the City of Baldwin Park in Los Angeles County. The City of West Covina borders the project site to the south. The project site is roughly bounded by Dalewood Street to the north, Garden View Lane to the west, South Ardilla Avenue to the south, and West Merced Avenue to the east. A residential neighborhood in the City of West Covina is located directly south of the project. The project site Assessor Parcel Numbers (APN's) are 8463-001-012, 8463-001-013, and 8463-001-007.

Regional access is provided to the site by Interstate 10 (I-10), which runs east-west and borders Dalewood Street to the north of the project site, and by I-605, which runs north-south and is approximately 2.4 miles to the east. Sub-regional access to the project site is provided by Puente Avenue, Dalewood Street, and West Garvey Avenue. A signalized intersection, for the I-10 on- and off-ramps for Puente Avenue, is located on the northern border of the project site on Dalewood Street.

2.3 Project Site Conditions and Surrounding Uses

The approximately 2-acre project site is comprised of three legal parcels (APNs 8463-001-012, 8463-001-013, and 8463-001-007) and is currently vacant, with the exception of two existing foundation pads. The topography of the site is relatively flat, with an elevation of approximately 350 feet above mean sea level.

SOURCE: Google Eath, 2017; ESA, 2017

Park Palazzo Project

Figure 1
Project Location Map

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The project site is located within an urban, developed area and is surrounded by I-10, commercial uses, and residential uses. The following are land uses surrounding the project site:

- **North**—Dalewood Street, I-10 on- and off-ramps, a fast-food restaurant and I-10 freeway are immediately north of the project site.
- **East**—A vacant four-story hotel, one-story auto-repair shop, and a one-story Veterans of Foreign Wars Post 8620 hall are east and southeast of the project site, and a one-story mortuary is located further east beyond W. Merced Avenue.
- **West**—A second one-story auto-repair shop is west of the project site and a one-story skilled nursing facility borders the project site to the southwest. Low-density, one-story residential uses are west of these facilities.
- **South**—A low-density, one-story residential area borders the project site to the south and is located in the City of West Covina.

2.4 General Plan and Zoning

2.4.1 General Plan

According to the City of Baldwin Park General Plan Land Use Map, the project site is designated as General Commercial. Table LU-2, Land Use Designations, of the General Plan Land Use Element, shows the General Commercial designation allows for a maximum permitted density/intensity (in dwelling units per net acre or FAR) of 2.00 FAR and an average density/intensity (in dwelling units per net acre or FAR) of 0.25 FAR.

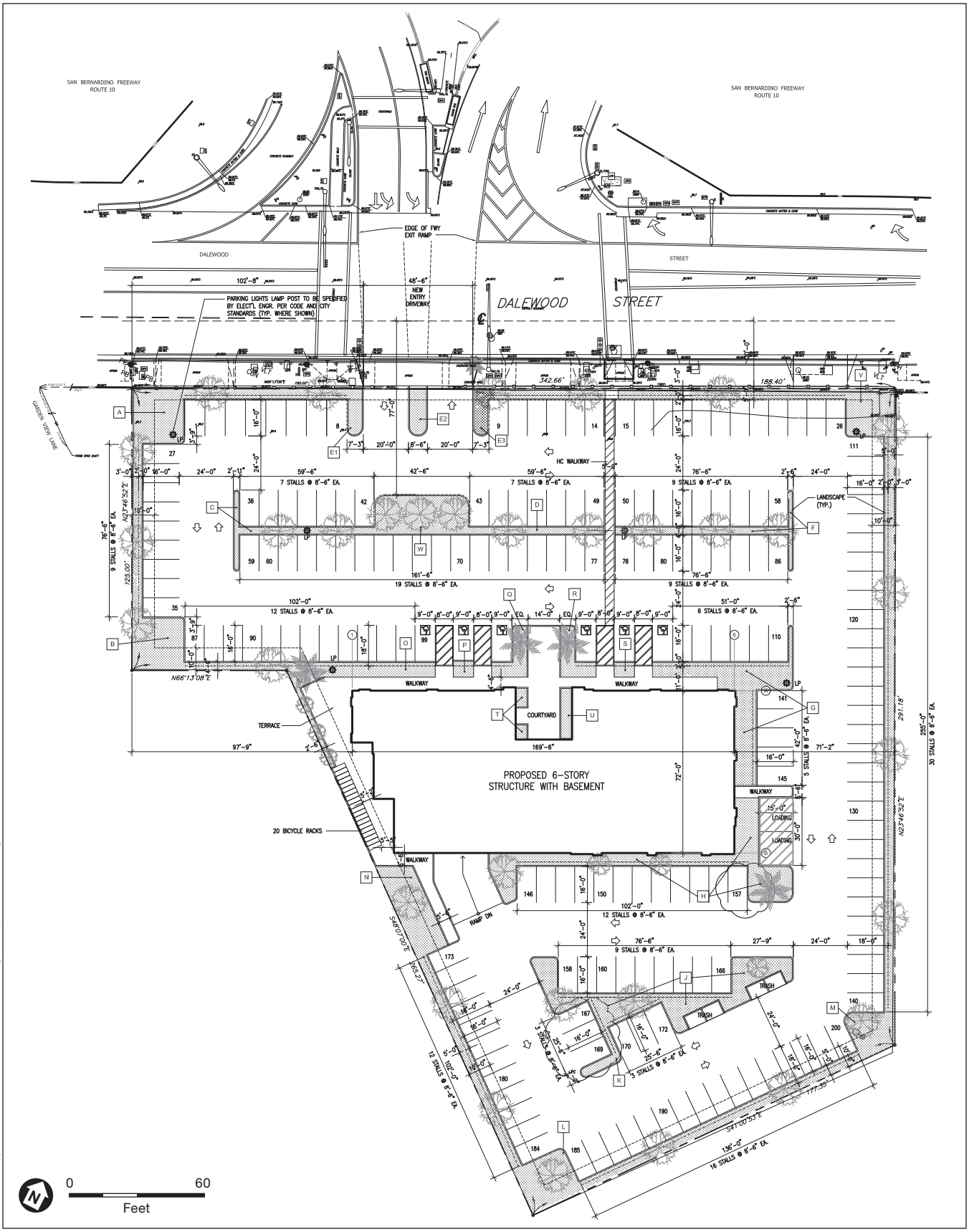
2.4.2 Zoning

The project site is currently zoned as Freeway Commercial (FC). According to the City of Baldwin Park Municipal Code, the FC zoning designation is primarily intended to provide areas for the development of freeway-oriented, regional-serving retail and office complexes and complementary regional commercial centers.

2.5 Project Characteristics

2.5.1 Project Overview and Design

As shown in **Figure 2, Site Plan**, the proposed project would develop 59,766 sf of commercial uses, including office, medical-office, and retail uses, on an approximately 88,235 sf lot. The proposed structure would be 6-stories in height and would include approximately 50,566 sf of general office space, 8,000 sf of medical-office space, and 1,200 sf of retail space. In addition, the proposed project would provide a total of 221 parking spaces, including one level of subterranean parking with 21 parking stalls and a surface parking lot with 200 parking stalls. The building footprint would be 11,055 sf and represent lot coverage of 12.5 percent. The 6-story structure would be 96 feet in height and would be within the maximum height allowed, as the City of Baldwin Park Zoning Code does not specify building height limits but specifies the maximum allowed height as six stories on the project site. The proposed project is expected to create approximately 284 employment opportunities, which is equivalent to one employee per 210 sf.



SOURCE: G&L Design Consultants, 2020

Park Palazzo Project

Figure 2
Site Plan

ESA

As shown in **Figure 3, Ground Floor Plan**, the ground floor would consist of general office space, bathrooms, a lobby, and an outdoor entry plaza. **Figure 4, Basement Plan**, shows the 21 parking stall subterranean parking and mechanical rooms. **Figure 5, Second Floor Plan**, shows the second floor would consist of medical uses, bathrooms, small mechanical and electric rooms, and a pharmacy. As shown in **Figure 6, Third to Fifth Floor Plan**, the third, fourth, and fifth floors would consist of general office space, bathrooms, and small mechanical and electric rooms. As shown in **Figure 7, Sixth Floor Plan**, the sixth floor would consist of general office space, bathrooms, and small mechanical and electric rooms. As shown in **Figure 8, Roof Plan**, there are no uses assigned to the roof.

Access to each of the stories would be provided by three elevator shafts located centrally in the building. The elevators would provide access from the basement parking level up to the sixth floor. Three stairwells would also provide access from the basement to the second floor. Two of the three stairwells would continue access up to the 6th floor.

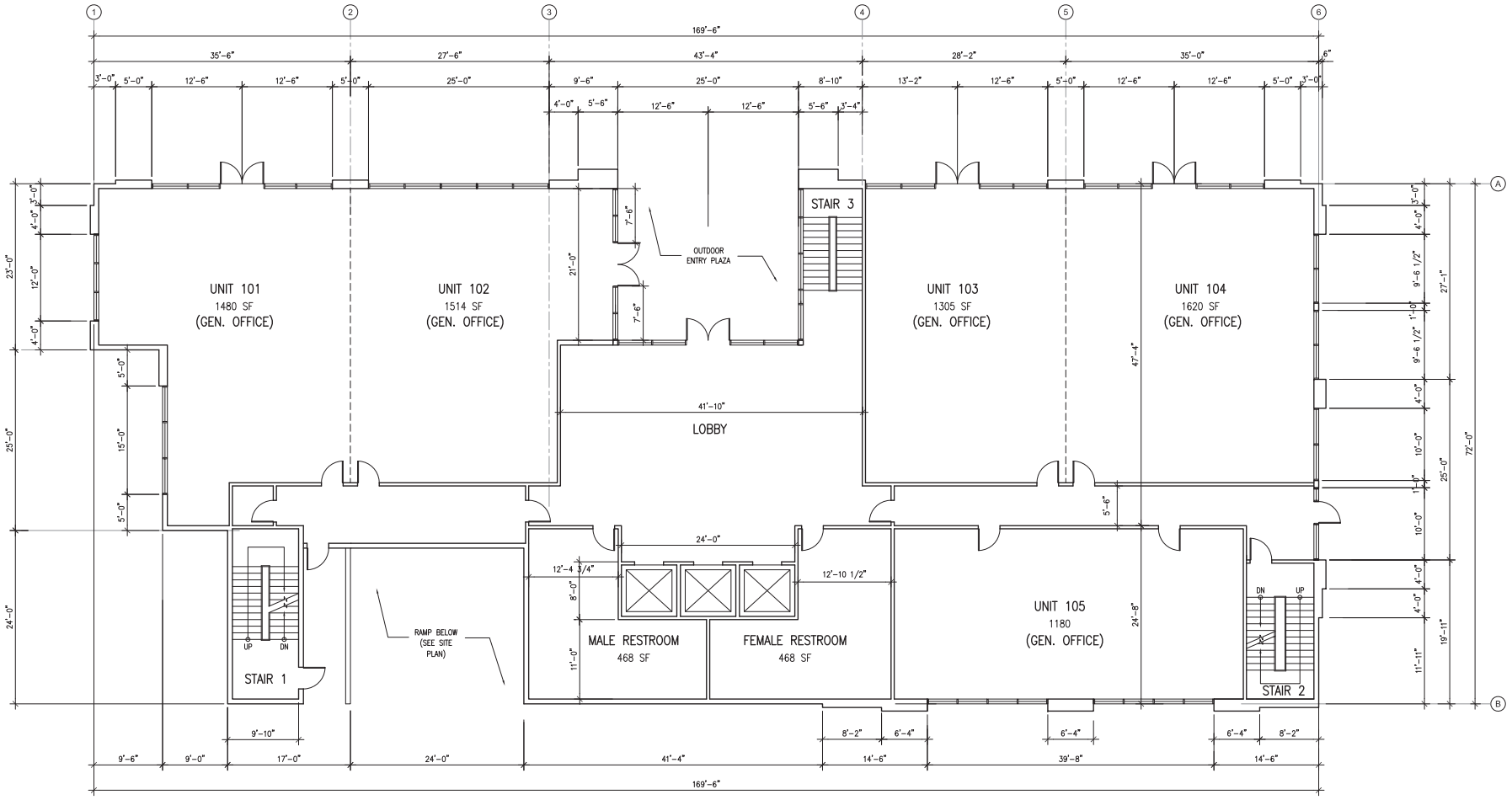
As noted previously, the project site APN's are 8463-001-012, 8463-001-013, and 8463-001-007. The proposed project would require a zone variance to combine three lots into one with less than the minimum required lot size, lot width, and lot depth within the Freeway Commercial zone.

2.5.2 Parking

The proposed project would provide a total of 221 parking spaces, including one level of subterranean parking with 21 parking stalls, as shown in Figure 4, Basement Plan, and a surface parking lot with 200 parking stalls, as shown in Figure 2, Site Plan. The only vehicular access to and from the subterranean parking will be from the south side of the proposed structure, which is not visible from Dalewood Street. The remaining 200 parking stalls would be provided at surface level and would be located in front of the building, to the east side of the building, and behind the building on the south side of the property. Per the California Building Code (CBC), the proposed project would include seven handicap accessible parking spaces.

The parking required for the project is 183 vehicle parking stalls. The proposed parking stall sizes would be 9 feet by 18 feet at the surface parking lots, 10 feet by 20 feet at the subterranean parking lot, and 10.5 feet by 20 feet beside walls. The parking aisle would be a minimum of 24 feet. per Section 153.150 of the City of Baldwin Park Municipal Code.[1]

[1] The City of Baldwin Park Municipal Code, Section 153,150 states that 1 parking space is required for every 250 square feet of General Office uses, 1 parking space is required per 200 square feet of Medical/Dental Office Uses, and 1 parking space is required for every 250 square feet of General Retail area.

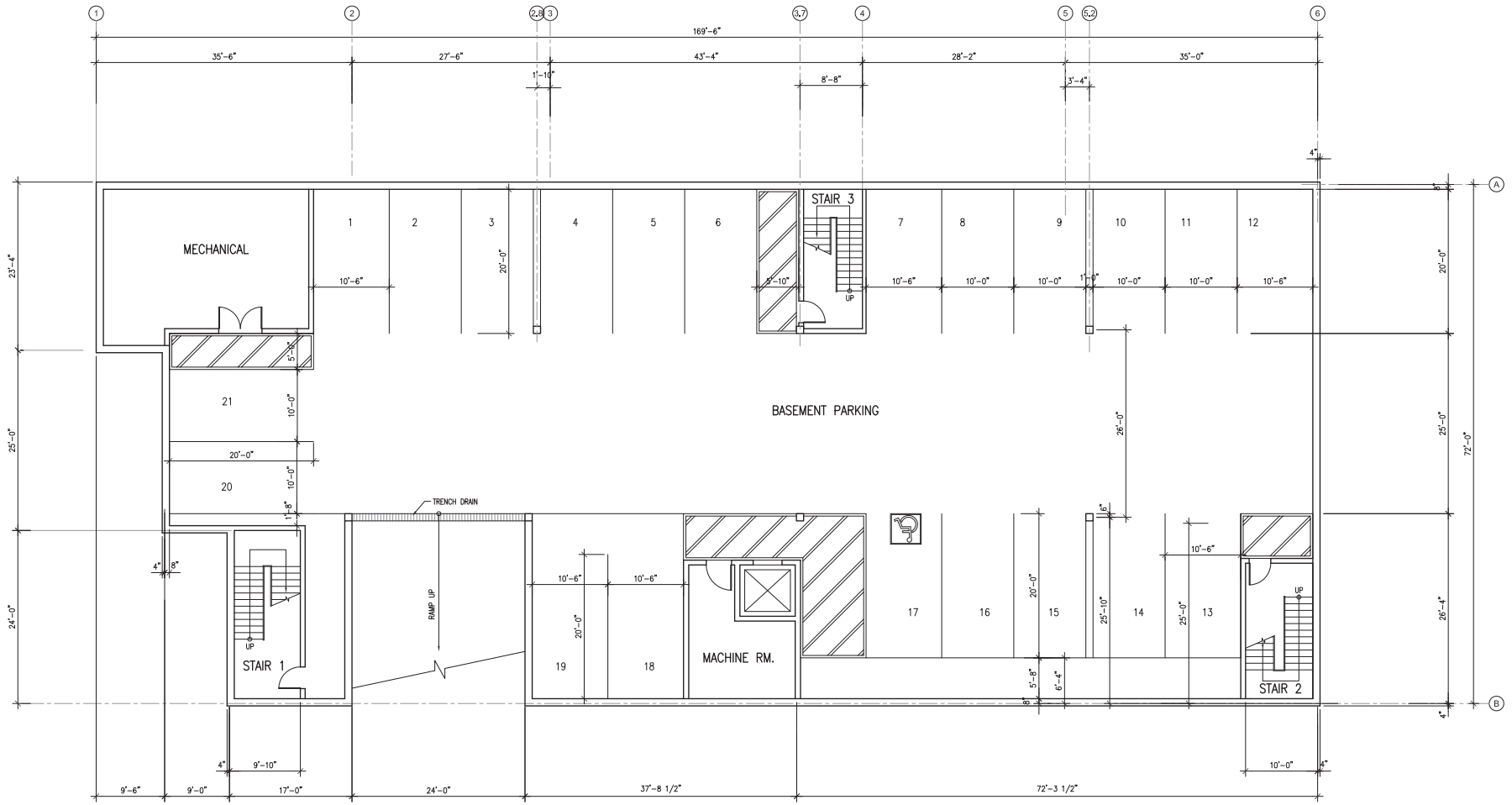


SOURCE: G&L Design Consultants, 2020

Park Palazzo Project

Figure 3
Ground Floor Plan

ESA



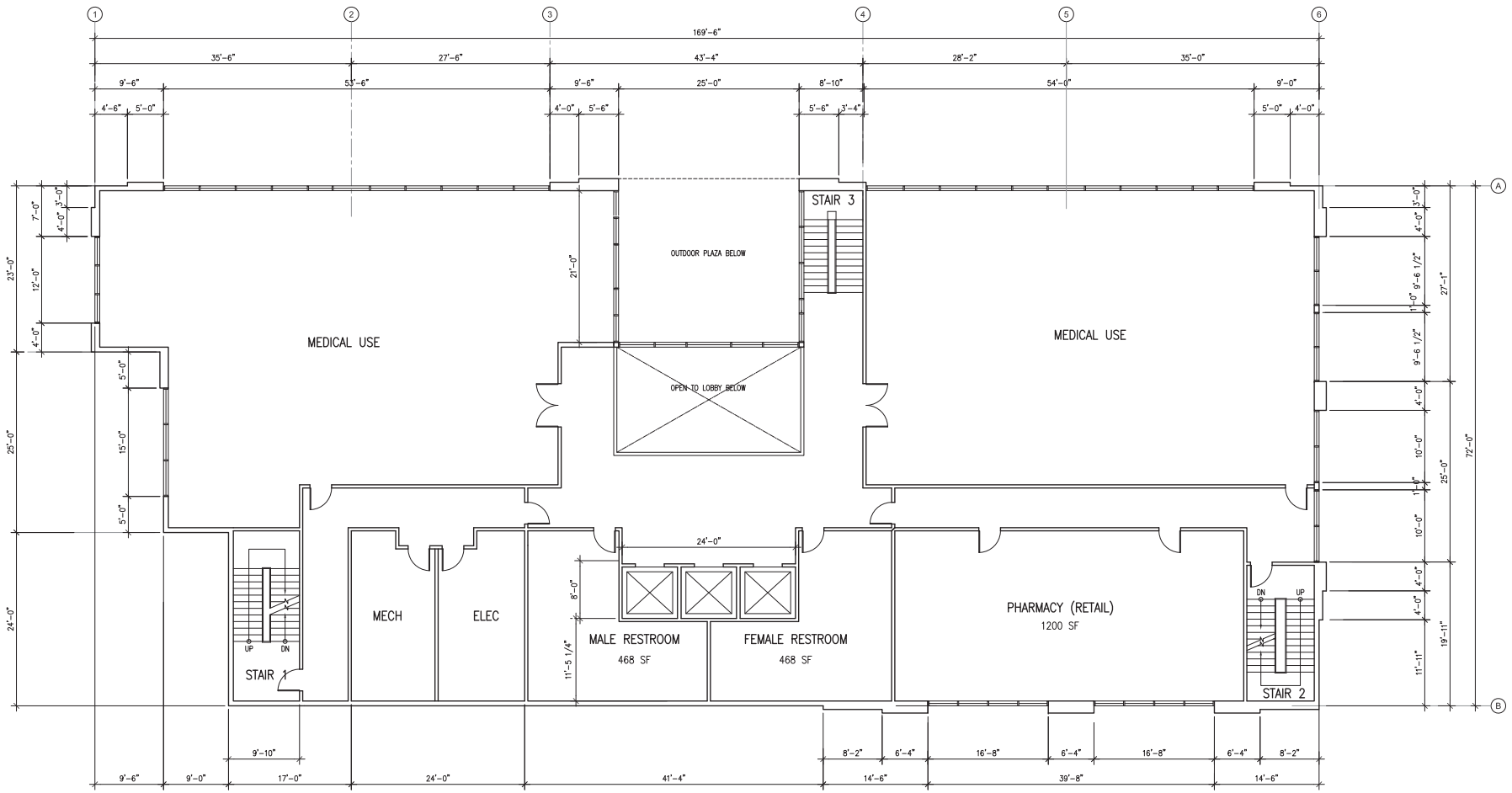
Scale in Feet

SOURCE: G&L Design Consultants, 2020

Park Palazzo Project

Figure 4
Basement Floor Plan

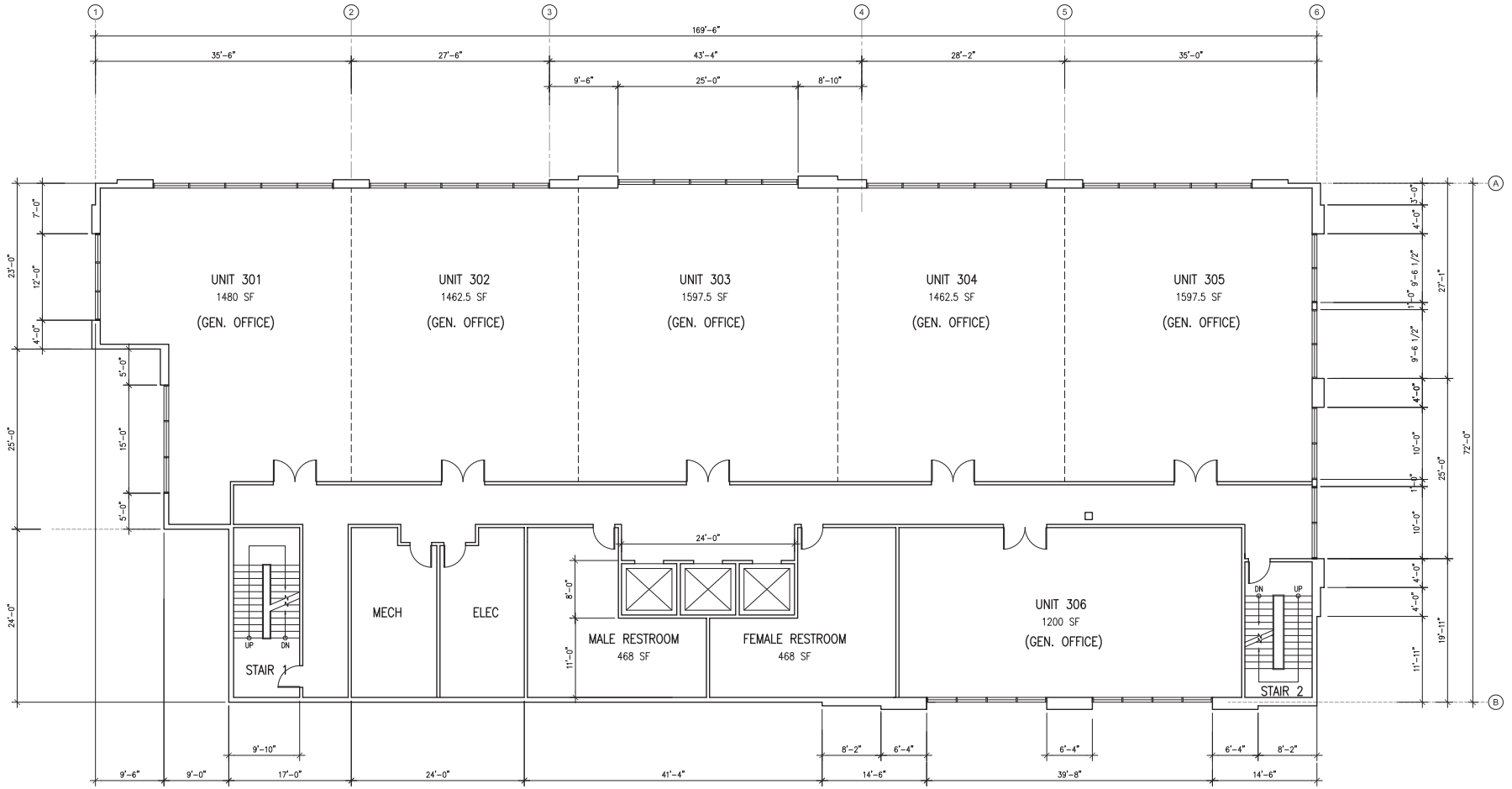
ESA



SOURCE: G&L Design Consultants, 2020

Park Palazzo Project

Figure 5
Second Floor Plan



Scale in Feet

SOURCE: G&L Design Consultants, 2020

Park Palazzo Project

Figure 6
Third to Fifth Floor Plan

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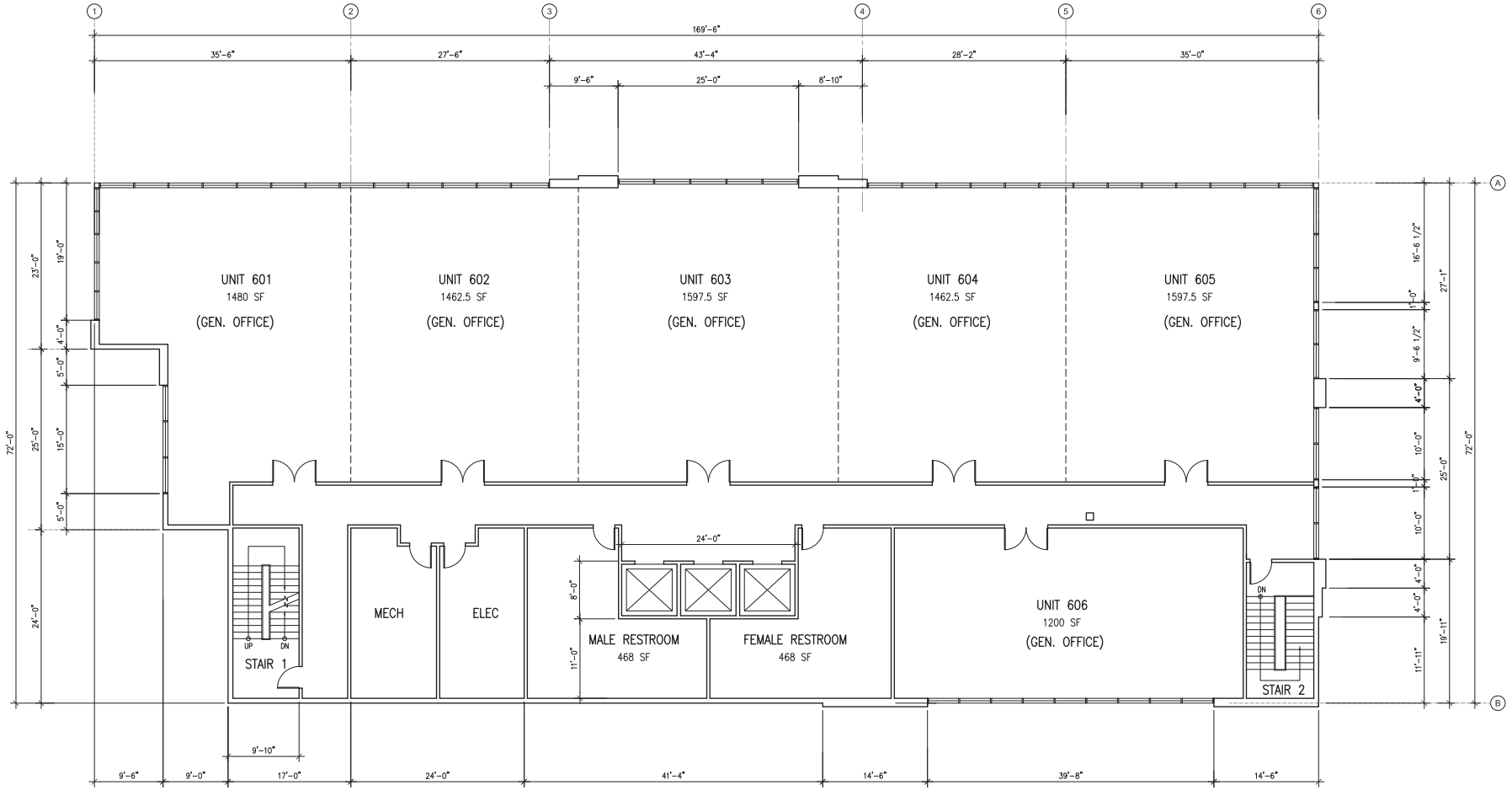

Scale in Feet

SOURCE: G&L Design Consultants, 2020

Park Palazzo Project

Figure 7
Sixth Floor Plan

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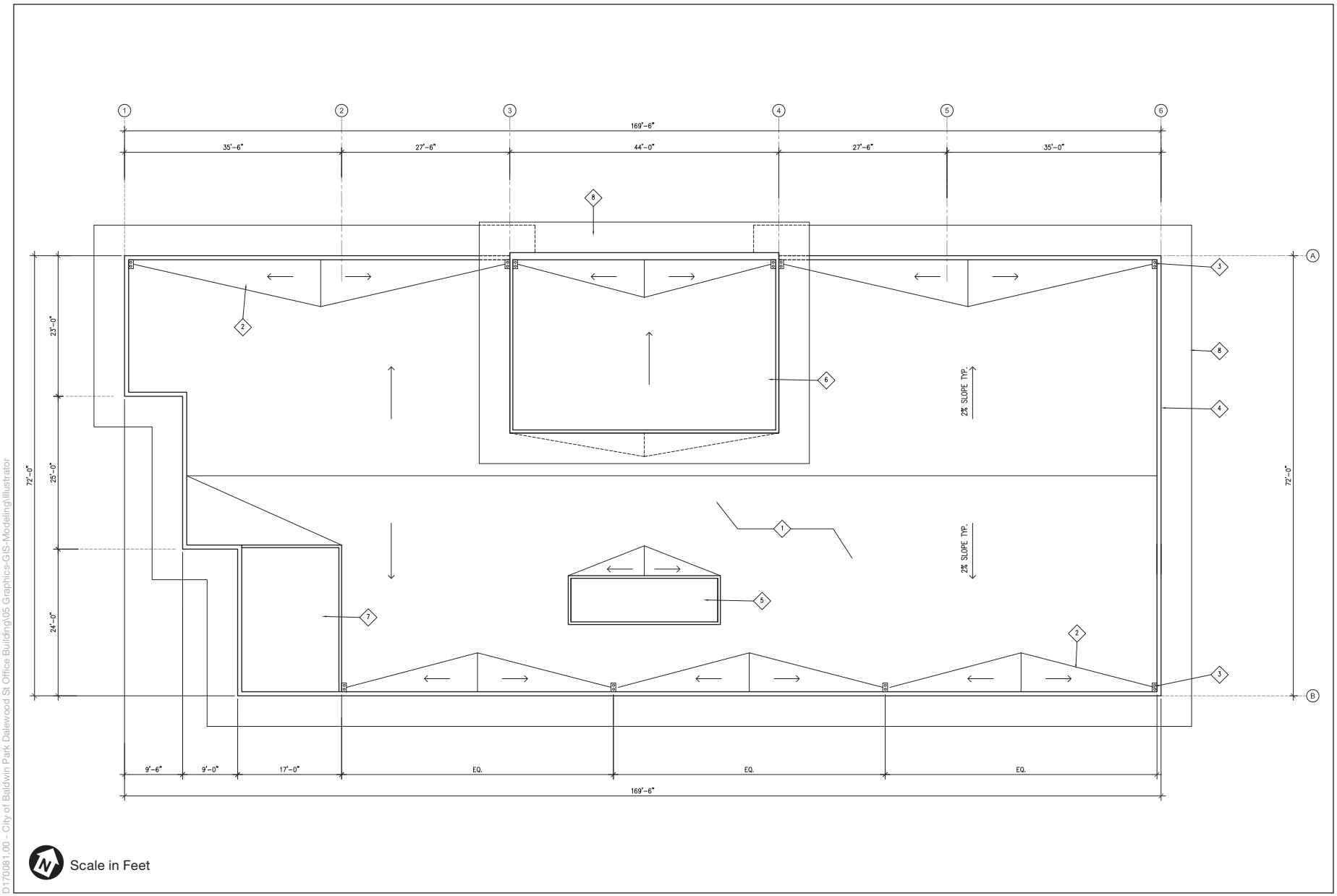

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SOURCE: G&L Design Consultants, 2020

Park Palazzo Project

Figure 8
Roof Plan

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2.5.3 Site Access

As shown in Figure 2, Site Plan, access to the site would be provided on Dalewood Street, directly across from the I-10 eastbound on- and off-ramps. The current Dalewood Street intersection with the I-10 eastbound on- and off-ramps would be modified to provide ingress and egress access to the project site. No other driveways are proposed as part of the project. As described above, the only vehicular access to and from the subterranean parking would be from the south side of the building, which is not visible from Dalewood Street.

2.5.4 Security and Fencing

The project site would be secured with an existing chain link fence on the western side of the site. The eastern and southern side is currently bordered by a block wall. Improvements to the existing fences and walls would be made per design requirements set forth in the Building Design Review phase.

2.5.5 Power and Infrastructure

Given past development on the project site, the project's utilities would connect to existing infrastructure, including existing water, sewer, and electricity connections. Other than utility connections, the project would not require offsite infrastructure improvements.

2.5.6 Aesthetics and Landscaping

As shown in **Figure 9, Building Façade**, the proposed six-story structure would be finished in earth tone colors, such as brown and beige, and would include non-reflective glass on all four sides of the structure. Landscaping included as a part of the proposed project includes decorative trees surrounding the proposed structure and interspersed throughout the parking areas. In addition, a landscape buffer along the boundary of the project site would be provided. The proposed project includes 7,331 sf of landscape area, which is compliant with the minimum required parking to landscape ratio of 10 percent or 6,589 sf. The project's landscaping would be water-efficient, consisting of drought-resistant plants that use drip irrigation.

Figures 10 through 12 show the elevation levels for the buildings from the north, east, west, and south. As shown, the project would reach a maximum height of 96 feet.

2.6 Construction Activities

2.6.1 Schedule and Equipment

Project construction would take place for approximately 17 months, and is tentatively scheduled to begin in 2021 and end in 2024. In general, construction activities would occur between 7:00 a.m. and 6:00 p.m., every day except on federal holidays. Per Section 130.04 of the Baldwin Park Municipal Code, construction activities are allowed during the hours of 7:00 a.m. and 7:00 p.m.; therefore, the proposed project would be within the hours allowed for construction.

SOURCE: G&L Design Consultants, 2020

Park Palazzo Project

Figure 9
Building Façade

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D170081.00 - City of Baldwin Park Dalewood St Office Building\05 Graphics-GIS-Modeling\Illustrator

FRONT (NORTH ELEVATION)
SCALE : 1/8" = 1'-0"

D170081.00 - City of Baldwin Park Dalewood St Office Building\05 Graphics-GIS-Modeling\Illustrator

SOURCE: G&L Design Consultants, 2020

Park Palazzo Project

Figure 10
North Elevation

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SOURCE: G&L Design Consultants, 2020

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Figure 11
East and West Elevation

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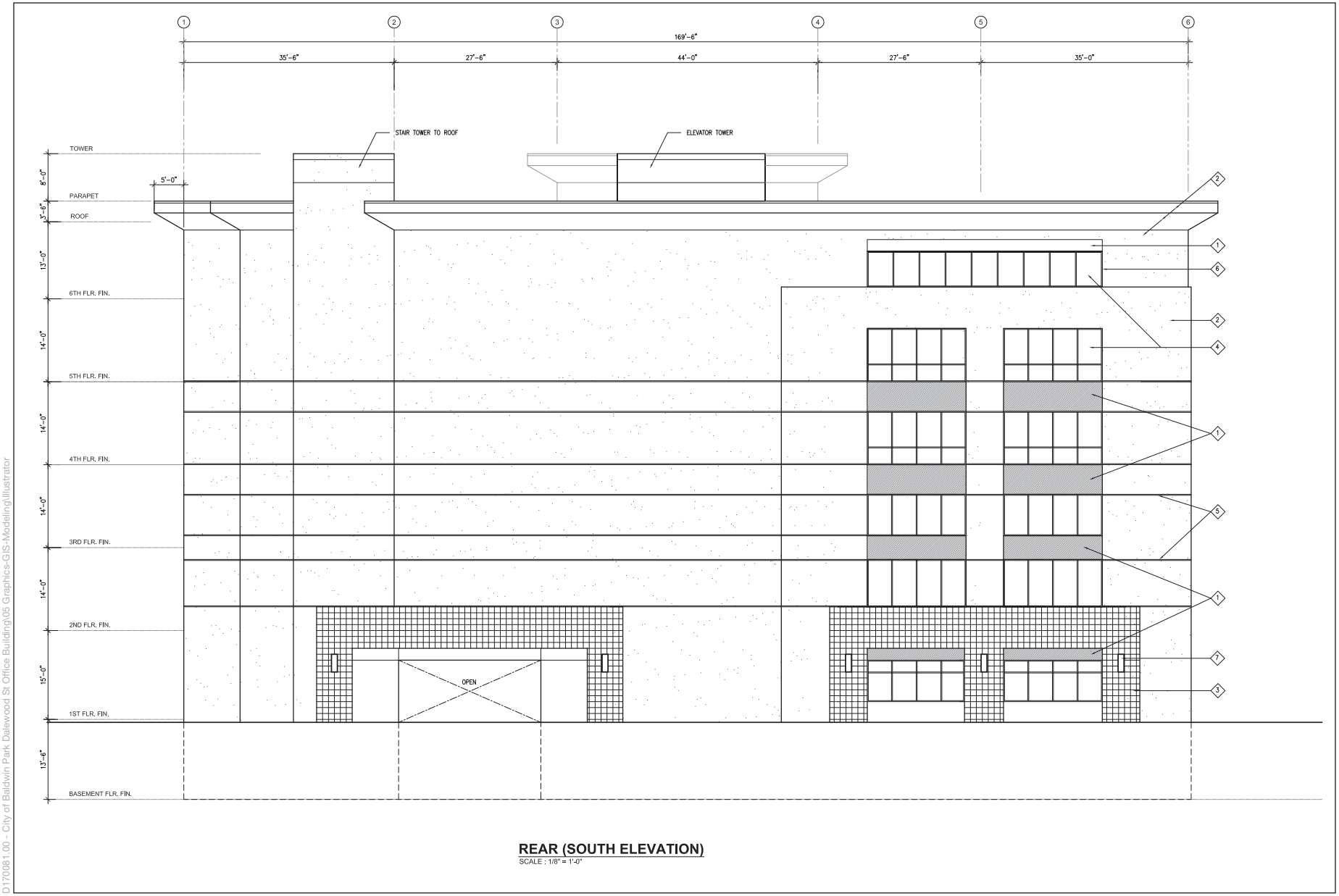

D170081.00 - City of Baldwin Park Dalewood St Office Building\05 Graphics-GIS-Modeling\Illustrator

SOURCE: G&L Design Consultants, 2020

Park Palazzo Project

Figure 12
South Elevation

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Construction activities would commence with demolition of the existing structures and pavement, followed by site preparation, excavation and grading, and installation of onsite drainage and utilities. Construction activities would then consist of setting the foundations and pouring concrete followed by building construction, paving, and application of architectural coatings and finishing touches. Demolition activities would result in the removal of approximately 100 cubic yards of building materials, specifically the existing concrete pads and asphalt on the project site. It is anticipated that demolition and site preparation would occur over three to four-months. A total of 5,528 cubic yards of soil would be imported/exported from the project site during the excavation and grading phase. Excavated soil would be balanced and graded onsite. The excavation and grading phase would last approximately one to two months. The remaining phases would occur over an approximately 28 to 30-month period. See **Table 1, Construction Workers**, for tentative starting and ending dates for each phase.

TABLE 1
CONSTRUCTION WORKERS

Phases (if applicable)	Number of Daily Workers (maximum)	Start (month/year)	Finish (month/year)
Demolition	5	January 2021	March 2021
Site Preparation	5	March 2021	May 2021
Grading/Excavation	4	May 2021	July 2021
Drainage/Utilities/Trenching	8	July 2021	September 2021
Foundations/Concrete Pour	15	September 2021	January 2022
Building Construction	20	January 2022	November 2022
Paving	10	November 2022	April 2023
Architectural Coatings	10	April 2023	June 2023
Other 1: Finishes	8	June 2023	January 2024

SOURCE: San Luis Builders, Inc., 2019

Construction of the new facilities would involve the use of a variety of heavy construction equipment onsite. The majority of the equipment and vehicles would be associated with the intensive earthwork and the structural and paving phases of construction. Large construction equipment including backhoes, compactors, and cranes would be used during the construction phase of the proposed project. Equipment staging and employee parking during construction would be entirely within the project site.

2.6.2 Construction Workers

The number of construction workers and construction equipment would vary throughout the construction process in order to maintain an effective schedule of completion. It is estimated that during the construction period the number of workers that would be onsite would range from approximately 3 to 8 workers, with a peak of approximately 20 workers during building construction. Table 1, Construction Workers, provides the number of maximum workers per day.

2.7 Project Entitlements

The City of Baldwin Park, as Lead Agency for the project, has discretionary authority over the project. In order to implement this project, the applicant would be required to obtain the following entitlements:

- Design Review for the proposed site design and building architecture.
- Zone variance to combine three lots into one with less than the minimum required lot size, lot width, and lot depth within the Freeway Commercial zone.
- Tentative parcel map to combine the three subject parcels into one.

SECTION 3
Initial Study

1.	**Project Title:**	Park Palazzo Project
2.	**Lead Agency Name and Address:**	City of Baldwin Park
3.	**Contact Person and Phone Number:**	Ron Garcia, City Planner
4.	**Project Location:**	14614–14622 Dalewood Street, Baldwin Park
5.	**Project Sponsor's Name and Address:**	The Stetson Group, Inc. 554 E. San Bernardino Road, Suite 200 Covina, CA 91723
6.	**General Plan Designation(s):**	General Commercial
7.	**Zoning:**	Freeway Commercial (FC)

3.1 Environmental Factors Potentially Affected

The environmental factors below are only checked if a project result in a "Potentially Significant Impact" as indicated by the checklist on the following pages. None of the environmental factors below are checked because the proposed project would result in no impact or less than significant impact for each environmental issue below.

☐ Aesthetics	☐ Agriculture and Forestry Resources	☐ Air Quality
☐ Biological Resources	☐ Cultural Resources	☐ Energy
☐ Geology/Soils	☐ Greenhouse Gas Emissions	☐ Hazards & Hazardous Materials
☐ Hydrology/Water Quality	☐ Land Use/Planning	☐ Mineral Resources
☐ Noise	☐ Population/Housing	☐ Public Services
☐ Recreation	☐ Transportation	☐ Tribal Cultural Resources
☐ Utilities/Service Systems	☐ Wildfire	☐ Mandatory Findings of Significance

DETERMINATION: (To be completed by the Lead Agency)

On the basis of this initial study:

☐ I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.

☒ I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.

☐ I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

☐ I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.

☐ I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Signature _____ Date _____

3.2 Environmental Checklist

3.2.1 Aesthetics

	Issues (and Supporting Information Sources)	*Potentially Significant Impact*	*Less than Significant with Mitigation Incorporated*	*Less than Significant Impact*	*No Impact*
I.	**AESTHETICS** — Except as provided in Public Resources Code Section 21099, would the project:				
a)	Have a substantial adverse effect on a scenic vista?	☐	☐	☒	☐
b)	Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	☐	☐	☐	☒
c)	In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	☐	☐	☒	☐
d)	Create a new source of substantial light or glare which would adversely affect daytime or nighttime views in the area?	☐	☐	☒	☐

Discussion

Would the project:

a) Have a substantial adverse effect on a scenic vista?

Less-than-Significant Impact. A scenic vista is defined by a generally uninterrupted view of the horizon, creating an aesthetic viewpoint. Projects can impact scenic vistas in two ways: (1) a structure may be constructed that blocks a vista and (2) the vista itself may be altered (i.e., development on a scenic hillside). The project site is adjacent to Interstate 10 (I-10) to the north, and surrounded by commercial uses to the east and west and residential land uses to the south. Expansive views of the San Gabriel Mountains, located approximately 6.5 miles north of the project site, could be considered a scenic vista. While the project site and adjacent private residences to the south have views of the San Gabriel Mountains, these views are limited and intermittent. Furthermore, scenic vistas are typically panoramic public views, and there are no such public viewing areas in the project vicinity that have a panoramic view of this resource. Additionally, no public view of an ocean, striking or unusual natural terrain, or unique or historic features are visible from the project site. Nor is the project site itself considered a scenic vista. The proposed six-story building would be taller in height when compared with the one-story commercial buildings to the west, the 4-story hotel to the east, and one-story residences located to the south; however, since there are no scenic vistas visible from a public viewing site or its surroundings, the proposed project would not block any views. Therefore, implementation of the proposed project would not have a substantial adverse effect on a scenic vista and impacts would be less than significant.

b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?

No Impact. There are no officially-designated State Scenic Highways in the vicinity of the project site, nor are there any known scenic resources, historic resources, or rock outcroppings in close proximity to the project site (Caltrans 2020). The project site is located within an urban, developed area and is adjacent to I-10 to the north, and surrounded by commercial uses to the west and east, and residential uses to the south. The General Plan does not identify any structures or buildings as locally significant for the City. Given the lack of nearby scenic resources and designated state scenic highways, the proposed project would have no impact.

c) In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?

Less-than-Significant Impact. The project site is currently vacant, with the exception of two existing foundation pads, and is surrounded by fencing and not accessible to the public. The area surrounding the project site is urban and developed. The project site is directly adjacent to I-10 to the north, and surrounded by commercial uses to the west and east, and residential uses to the south. The proposed project would construct a modern six-story office building and surface and subterranean parking lot. The proposed project would be landscaped with decorative trees surrounding the proposed structure and interspersed throughout the parking areas. The proposed project's 7,331 sf of landscaped area would include water-efficient landscaping, consisting of drought-resistant plants that use drip irrigation. With these improvements, the proposed project would improve the visual character and quality of the project site. Thus, the proposed project would result in a beneficial impact on the visual character in the project area. The visual character of the commercial uses to the west and east of the project site, as well as the residential uses located directly adjacent to the project site to the south would not be altered by development of the proposed project. Therefore, the proposed project would not substantially degrade or change the existing visual character or quality of the site and its surroundings. As described above, the landscaping provided as a part of the project would visually improve the character of the project site. Therefore, impacts to visual character of the project site and its surroundings would be less than significant.

While the project would not have an impact on the visual character or quality of the project site and surroundings, it would introduce a new source of shadows or shading with the construction of a six-story structure. The new structure would generate shading with varied lengths and angles depending on the time of day and season, as shown in Figures 13 through 16, below. **Figure 13, Spring Equinox**, depicts off-site shadow impact for the spring equinox, **Figure 14, Summer Solstice**, depicts off-site shadow impact for the summer solstice, **Figure 15, Fall Equinox**, depicts off-site shadow impact for the fall equinox, and **Figure 16, Winter Solstice**, depicts off-site shadow impact for the winter solstice. To be considered a significant shadow impact, an increase in shadows on a sensitive use would need to result in a sensitive use being exposed to a shadow for more than 50 percent of the time between the hours of 9:00 a.m. and 3:00 p.m. during the winter solstice and 50 percent of the time between the hours of 9:00 a.m. and 5:00 p.m. during

SOURCE: ESA, 2017

Park Palazzo Project

Figure 13
Spring Equinox Shadows - March 21

ESA

SOURCE: ESA, 2017

Park Palazzo Project

Figure 14
Summer Solstice Shadows - June 21

ESA

SOURCE: ESA, 2017

Park Palazzo Project

Figure 15
Fall Equinox Shadows - September 21

ESA

SOURCE: ESA, 2017

Park Palazzo Project

Figure 16
Winter Solstice Shadows - December 21

ESA

the spring/fall equinox or summer solstice. As shown in Figures 13 through 16, the proposed project would create new shadows in the project area. Uses within the vicinity of the project that could be considered shadow-sensitive resources are the single family residences to the south and the hotel pool of the Regency Inn & Suites to the west. However, as depicted in Figures 13 through Figure 16, the proposed project would not cast shadows on sensitive receptors for greater than three hours between 9:00 a.m. and 3:00 p.m. Pacific Standard Time (PST), during the winter solstice or more than four hours between 9:00 a.m. and 5:00 p.m. Pacific Daylight Time (PDT) during the spring/fall equinox or summer solstice. Therefore, the project would have a less-than-significant impact on existing visual character or quality of the site and its surroundings.

d) Create a new source of substantial light or glare which would adversely affect daytime or nighttime views in the area?

Less-than-Significant Impact. Project construction lighting would increase the low level of existing nighttime lighting at the project site. While construction would not occur during nighttime hours, construction-related nighttime lighting would be used at the construction site for safety and security purposes. However, all nighttime construction lighting is typically pointed downward, thus decreasing the probability of light spillover outside of the project site, and would abide by any applicable lighting polices and regulations for the City of Baldwin. Additionally, the project area is an urbanized setting characterized by a moderate amount of nighttime lighting so project construction lighting would not adversely affect day or nighttime views in the area, and construction lighting impacts would be less than significant.

Operation of the proposed facilities would require use of external night security lighting; however, given the project site's urbanized setting this amount of night lighting is not expected to substantially exceed existing nighttime lighting levels on the project site. Furthermore, the project's exterior lighting, would be constructed in accordance with the City's Municipal Code (BPMC 2016), which states that no exterior light source may cause more than 2 foot-candles of lighting intensity or generate direct glare onto exterior glazed windows or glass doors (Chapter 9, Article 3, Section 93.0117), and that all lights used to illuminate a parking area must reflect light away from any streets or adjacent premises (Chapter 1, Article 2, Section 12.21 A5(k)). Thus, the proposed project would not generate excessive lighting that would adversely affect daytime or nighttime views in the area and operational lighting impacts would be less than significant.

Daytime glare is most often associated with mid- to high-rise buildings with exterior façades comprised largely or entirely of highly reflective glass or other reflective materials from which the sun can reflect, particularly following sunrise and prior to sunset. The structure proposed as a part of the project would be six-stories in height and, thus, is considered a mid-rise building. As shown in Figure 9, Building Façade, the proposed structure would be buffered by landscaping that would likely reduce the amount of glare that could be reflected. Furthermore, the proposed structure would be finished in earth tone colors, such as brown and beige, and would include non-reflective glass on all four sides of the structure. Therefore, implementation of the proposed project would not result in a substantial new source of light or glare that could affect nighttime views in the area. Impacts would be less than significant.

3.2.2 Agriculture and Forestry Resources

Issues (and Supporting Information Sources)	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
II. AGRICULTURE AND FORESTRY RESOURCES — In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:				
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	☐	☐	☐	☒
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☐	☒
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	☐	☐	☐	☒
d) Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	☒
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	☐	☐	☐	☒

Discussion

Would the project:

a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?

No Impact. The project site has a land use classification of General Commercial and a zoning designation of Freeway Commercial. The project site is in an urbanized area, and there are no agricultural uses onsite or in the project vicinity. According to the California Department of Conservation's (CDOC's) Los Angeles County Important Farmland map, the project site is not within the survey's boundary, and is not classified as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (CDOC, 2020). Therefore, the proposed project would not convert farmland to a non-agricultural use, and no impact would occur.

b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?

No Impact. The project site has a land use classification of General Commercial and a zoning designation of Freeway Commercial. No agricultural uses are identified on the project site and the site is not under a Williamson Act contract (CDOC 2016b). Therefore, the proposed project would not conflict with agricultural zoning or a Williamson Act contract, and no impact would occur.

c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?

No Impact. The project site has a land use classification of General Commercial and a zoning designation of Freeway Commercial. The project site and adjacent lands are not zoned for forest land, timberland, or timberland zoned for timberland production. Thus, no impacts would occur to lands zoned for forest land or timberland.

d) Result in the loss of forest land or conversion of forest land to non-forest use?

No Impact. The project site has a land use classification of General Commercial and a zoning designation of Freeway Commercial. The project site is not located on forest land or zoned as forest land. Development of the proposed project would not convert forest land to non-forest land. Therefore, no impacts to forest land would occur.

e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use or conversion of forest land to non-forest use?

No Impact. As mentioned above, the proposed project would not convert potential farmland or forest land to non-agriculture/non-forestry use. Therefore, no impacts would occur to agriculture or forestry resources.

3.2.3 Air Quality

Issues (and Supporting Information Sources)		Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
III.	**AIR QUALITY** — Where available, the significance criteria established by the applicable air quality management district or air pollution control district may be relied upon to make the following determinations. Would the project:				
a)	Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	☒	☐
b)	Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?	☐	☐	☒	☐
c)	Expose sensitive receptors to substantial pollutant concentrations?	☐	☐	☒	☐
d)	Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	☐	☐	☒	☐

Discussion

Would the project:

a) Conflict with or obstruct implementation of the applicable air quality plan?

Less-than-Significant Impact. The project site is located within the South Coast Air Basin (Basin). Air quality planning for the Basin is under the jurisdiction of the South Coast Air Quality Management District (SCAQMD). The project would be subject to the SCAQMD's Air Quality Management Plan (AQMP), which contains a comprehensive list of pollution control strategies directed at reducing emissions and achieving ambient air quality standards. These strategies are developed, in part, based on regional population, housing, and employment projections prepared by the Southern California Association of Governments (SCAG).

The 2012 AQMP was prepared to accommodate growth, reduce the high levels of pollutants within the areas under the jurisdiction of SCAQMD, return clean air to the region, and minimize the impact on the economy (SCAQMD, 2012). Projects that are consistent with the assumptions used in the AQMP do not interfere with attainment because the growth is included in the projections utilized in the formulation of the AQMP. Thus, projects, uses, and activities that are consistent with the applicable growth projections and control strategies used in the development of the AQMP would not jeopardize attainment of the air quality levels identified in the AQMP, even if it would individually exceed the SCAQMD's numeric indicators.

The SCAQMD Governing Board adopted and CARB approved the 2016 AQMP in March 2017, but the U.S. While the 2016 AQMP is the most recent AQMP and was adopted by the SCAQMD and CARB, it has not received full EPA approval for inclusion in the State Implementation Plan (SIP). Therefore, until such time as the 2016 AQMP is completely approved by the EPA, the 2012 AQMP remains the applicable AQMP; however, this analysis considers both the 2012 and 2016 AQMPs as appropriate.

Construction

Construction activities associated with the proposed project have the potential to generate temporary criteria pollutant emissions through the use of heavy-duty construction equipment, such as excavators and compactors, and through vehicle trips generated from worker trips, vendor and haul trucks traveling to and from the proposed project area. In addition, fugitive dust emissions would result from demolition, excavation, and various soil-handling activities. Mobile source emissions, primarily oxides of nitrogen (NO_X), would result from the use of construction equipment such as dozers and loaders. Construction emissions can vary substantially from day to day, depending on the level of activity, the specific type of construction activity, and prevailing weather conditions. The assessment of construction air quality impacts considers each of these potential sources.

Under this criterion, the SCAQMD recommends that lead agencies demonstrate that a project would not directly obstruct implementation of an applicable air quality plan and that a project be consistent with the assumptions (typically land-use related) upon which the air quality plan is based. The project would result in an increase in short-term employment compared to existing conditions. Being relatively small in number and temporary in nature, construction jobs under the project would not conflict with the long-term employment projections upon which the AQMP is based. Control strategies in the AQMP, potentially applicable to control temporary emissions from construction activities, include ONRD-04 and OFFRD-01, which are intended to reduce emissions from on-road and off-road heavy-duty vehicles and equipment by accelerating the replacement of older, emissions-prone engines with newer engines that meet more stringent emission standards.

As described in the sections below, this project would have less-than-significant construction emissions of criteria pollutants even without mitigation. Therefore, the project would be consistent with the AQMP and would support implementation of the AQMP strategies by accelerating the use of cleaner construction equipment. Additionally, the project would comply with CARB requirements to minimize short-term emissions from on-road and off-road diesel equipment. Construction activities would be required to comply with applicable State and SCAQMD regulations including the CARB on-road and off-road vehicle rules that limit idling to five minutes and require construction fleets to meet stringent exhaust standards. The project would also comply with SCAQMD regulations for controlling fugitive dust pursuant to SCAQMD Rule 403.

Compliance with these requirements is consistent with and meets or exceeds the AQMP requirements for control strategies intended to reduce emissions from construction equipment and activities. Because the project would not conflict with the control strategies intended to reduce emissions from construction equipment, the project would not conflict with or obstruct implementation of the AQMP, and impacts would be less than significant.

Operation

The Air Quality Element of the City's General Plan includes goals, including but not limited to improving air quality by reducing the amount of air pollution through proper land use planning, reducing the amount of vehicular emissions through transportation planning that encourages trip

reduction, and reducing vehicular emissions through transportation planning improvements that improve the flow of traffic. The proposed development would be consistent with these goals of the General Plan.

Because the proposed project is a permitted use under the City's General Plan and, therefore, the employment growth resulting from the proposed project would be consistent with SCAG's regional forecast projections, the proposed project would be consistent with the growth projections accounted for in SCAQMD's AQMP. Therefore, the proposed project would not conflict with, or obstruct, implementation of the AQMP, and this impact would be less than significant.

b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?

Cumulative Construction

Less-than-Significant Impact. Construction activities associated with the proposed project would generate pollutant emissions from the following activities: (1) demolition, site preparation, and grading; (2) construction workers traveling to and from project site; (3) delivery and hauling of construction supplies to, and debris from, the project site; (4) fuel combustion by on-site construction equipment; (5) building construction; (6) application of architectural coatings and finishes; and (7) paving. These construction activities would temporarily generate emissions of dust, fumes, equipment exhaust, and other air contaminants. The amount of criteria pollutant emissions, namely reactive organic gases (ROG), oxides of nitrogen (NO_X), carbon monoxide (CO), oxides of sulfur (SO_X), respirable particulate matter (PM10), and fine particulate matter (PM2.5), generated on a daily basis would vary depending on the intensity and types of construction activities occurring simultaneously at the time.

Project criteria pollutant emissions associated with project construction were calculated using the California Emissions Estimator Model (CalEEMod). For purposes of estimating project emissions, and based on information provided by the project applicant, this analysis assumed an original start date of August 2018 with construction ending in January 2020, which yields a conservative estimate of emissions as it assumed that construction activities would occur at the earliest feasible date and applied the mobile source and fugitive dust emission factors for that date. Mobile source and fugitive emission factors are slightly less each year due to more stringent standards; so an earlier start date would result in higher emissions. Construction of the project has been pushed back and will now commence in January 2021 and last approximately 36 months, ending in January 2024. Since construction emissions go down over time, this analysis is still valid and is a conservative estimate of project emissions as it results in higher emissions than if the analysis was rerun using the new construction start date.

SCAQMD recommends that if an individual project results in air emissions of criteria pollutants that does not exceed the SCAQMD's recommended daily thresholds for project-specific impacts, then that project would not also result in a cumulatively considerable net increase of these criteria pollutants for which the proposed project region is in nonattainment for CAAQS or NAAQS.

Table 2, Regional Unmitigated Construction Emissions, summarizes the modeled unmitigated peak daily emissions of criteria air pollutants and ozone precursors associated with the proposed project's worst-case construction day. In order to analyze each worst-case construction day, the project's construction impacts were analyzed for the days that construction phases overlap and all equipment pieces are active.

TABLE 2
REGIONAL UNMITIGATED CONSTRUCTION EMISSIONS

	Estimated Maximum Daily On- and Off-site Emissions (lbs/day)					
Construction Year	**ROG**	**NO_X**	**CO**	**SO_X**	**PM10**	**PM2.5**
2018	6	51	36	<1	5	3
2019	16	67	61	<1	5	4
2020	1	12	11	<1	1	1
Maximum Regional Emissions	**16**	**67**	**61**	**<1**	**5**	**4**
Regional SCAQMD Significance Threshold	*75*	*100*	*550*	*150*	*150*	*55*
Exceeds Threshold?	No	No	No	No	No	No

NOTE: Construction emissions would be slightly different during the summer and winter seasons. Maximum daily emissions of ROG and NO_X would generally be higher during the winter while emissions of CO and SO_2 would generally be higher in the summer. The maximum emissions for each pollutant over the course of the summer and winter seasons are shown in this table.

SOURCE: ESA, 2017

As shown in Table 2, the maximum daily construction emissions generated by the proposed project's worst-case construction day would not exceed SCAQMD's daily significance thresholds for those criteria air pollutants that are in non-attainment (ROG, NO_X as ozone precursors, PM10, and PM2.5. Thus, construction impacts would be less than significant.

Construction Health Impacts from Regional Emissions (Friant Ranch Case)

The accumulation and dispersion of air pollutant emissions within an air basin is dependent upon the size and distribution of emission sources in the region and meteorological factors such as wind, sunlight, temperature, humidity, rainfall, atmospheric pressure, and topography. As expressed in the *amicus curiae* brief submitted for the *Sierra Club v. County of Fresno* case (*Friant Ranch Case*) (SJVAPCD, 2015), the air districts established and recommend CEQA air quality analysis of criteria air pollutants use significance thresholds that were set at emission levels tied to the region's attainment status, based on emission levels at which stationary pollution sources permitted by the air district must offset their emissions. Such offset levels allow for growth while keeping the cumulative effects of new sources at a level that will not impede attainment of the National Ambient Air Quality Standards (NAAQS). The health risks associated with exposure to criteria pollutants are evaluated on a regional level, based on the region's attainment of the NAAQS. The mass emissions significance thresholds used in CEQA air quality analysis are not intended to be indicative of human health impacts that a project may have (SCAQMD, 2012; SJVAPCD, 2015). Therefore, the project's exceedance of the mass regional emissions threshold (i.e., project construction PM10 exceedance) from project-related activities does not necessarily indicate that the project would cause or contribute to the exposure of sensitive receptors to ground-level concentrations in excess of health-protective levels.

The project location in the Los Angeles County portion of the South Coast Air Basin is currently classified as nonattainment for the federal and state ozone and PM2.5 as well as state PM10 standards, and as attainment and/or unclassified for all of the other criteria pollutant standards (USEPA, 2015). Although ozone would not be directly emitted by construction equipment for the proposed project, the ozone precursors ROG and NO_X would be emitted, as well as, the other criteria pollutants of CO, SO_X, PM10 and PM2.5. Given that ozone formation occurs through a complex photo-chemical reaction between NO_X and ROG in the atmosphere with the presence of sunlight, the impacts of ozone are typically considered on a basin-wide or regional basis and not on a localized basis.

The health-based ambient air quality standards for ozone are established as concentrations of ozone and not as tonnages of their precursor pollutants (i.e., NO_X and ROG). It is not necessarily the tonnage of precursor pollutants that causes human health effects, but the concentration of resulting ozone or PM. Because of the complexity of ozone formation and the non-linear relationship of ozone concentration with its precursor gases, and given the state of environmental science modeling in use at this time, it is not practical to determine whether, or the extent to which, a single project's precursor (i.e., NO_X and ROG) emissions would potentially result in the formation of secondary ground-level ozone and the geographic and temporal distribution of such secondary formed emissions. Meteorology, the presence of sunlight, seasonal impacts, and other complex photochemical factors all combine to determine the ultimate concentration and location of ozone (SCAQMD 2012; SJVAPCD 2015). Running the regional-scale photochemical grid model used for predicting ozone attainment with the emissions from any individual project can be done, but it would not yield reliable information regarding a measurable increase in ozone concentrations sufficient to accurately quantify ozone-related health effects. Similarly, it would also not be feasible to identify a project's impact on the days of nonattainment per year. Furthermore, available models today are designed to determine regional, population-wide health impacts, and cannot accurately quantify ozone-related health impacts caused by ROG or NO_X emissions from a local level (an individual project). Notwithstanding this scientific constraint, CEQA air quality analyses have been using project-level mass-emission thresholds for ozone precursors (NO_X and ROG), PM, and other criteria pollutants, and the disconnect between project-level emissions and project-level health impact cannot be bridged at this time. Based on this information, a general description of the adverse health effects resulting from the project-level criteria pollutants, which is discussed previously, is all that can be feasibly provided at this time.

With respect to emissions of the criteria pollutants in non-attainment (ROG and NO_X for ozone, PM2.5, and PM10), project construction emissions would not exceed the SCAQMD significance thresholds, and would be substantially below by an order of magnitude or more for PM2.5 and PM10; thus, it is not expected that project construction emissions would result in a substantial increase in non-attainment criteria pollutant concentrations, and their related health effects in the air basin and impacts would be less than significant.

Cumulative Operations

Less-than-Significant Impact. Regional air pollutant emissions associated with proposed project operations would be generated by the consumption of electricity and natural gas, and by the operation of on-road vehicles. Project stationary and mobile-source emissions associated with the

production and consumption of energy were calculated using CalEEMod. Mobile source trip generation data was used from the Traffic Impact Analysis (Ganddini Group 2020). For purposes of estimating project emissions, this analysis assumed an original operational year of 2020, which yields a conservative estimate of emissions as it assumed that buildout operations would occur at the earliest feasible date and applied the mobile source and fugitive dust emission factors for that date. Mobile source and fugitive emission factors are slightly less each year due to more stringent standards; so an earlier date would result in higher emissions than a later date. Construction of the project has been delayed and, therefore, the first year of buildout operations would occur after the originally assumed operation year of 2020. Since emissions decrease over time, this analysis is still valid and is a conservative estimate of project emissions as it results in higher emissions than if the analysis was rerun using a later buildout date. As shown in **Table 3, Regional Unmitigated Operational Emissions**, regional emissions resulting from operation of the proposed project are below applicable thresholds for all criteria air pollutants. Therefore, impacts related to regional emissions from operation of the proposed project would be less than significant.

TABLE 3
REGIONAL UNMITIGATED OPERATIONAL EMISSIONS

	Estimated Emissions (lbs./day)[a]					
Regional Emissions	**ROG**	**NO_X**	**CO**	**SO_2**	**PM10[b]**	**PM2.5[b]**
First Year Operations						
Area	1	<1	<1	<1	<1	<1
Energy	<1	<1	<1	<1	<1	<1
Mobile	2	8	20	<1	5	1
Maximum Regional (On-Site and Off-Site) Emissions	**3**	**8**	**20**	**<1**	**5**	**1**
SCAQMD Numeric Indicators	*55*	*55*	*550*	*150*	*150*	*55*
Exceeds Indicator?	No	No	No	No	No	No

NOTES:

[a] Emission quantities are rounded to "whole number" values. As such, the "total" values presented herein may be one unit more or less than actual values. Exact values (i.e., non-rounded) are provided in the CalEEMod model printout sheets and/or calculation worksheets that are provided in Appendix A.

[b] PM10 and PM2.5 emissions estimates are based on compliance with SCAQMD Rule 403 requirements for fugitive dust suppression.

SOURCE: ESA, 2017

With respect to operational emissions, the project would not exceed any SCAQMD regional daily thresholds for criteria air pollutants that are in non-attainment (ROG, NO_X as ozone precursors, PM10, and PM2.5). Therefore, because the proposed project's construction-period and operation-period impacts would be less than significant, the proposed project would not result in a significant cumulative impact, when considered with other past, present and reasonably foreseeable projects.

c) Expose sensitive receptors to substantial pollutant concentrations?

Less-than-Significant Impact. Construction and operation of the proposed project would not expose sensitive receptors in the project area to substantial localized air quality impacts from

criteria pollutants and toxic air contaminants (TACs). Separate discussions analyzing the potential for sensitive receptors to be exposed to these pollutant sources are provided below.

Carbon Monoxide Hotspots

Localized areas where ambient CO concentrations exceed state and/or federal standards are termed CO hotspots. Emissions of CO are produced in greatest quantities from motor vehicle combustion and are usually concentrated at or near ground level because they do not readily disperse into the atmosphere, particularly under cool, stable (i.e., low or no wind) atmospheric conditions. Measured CO levels in the project area are substantially below the federal and state standards. No exceedances of CO have been recorded at monitoring stations in the SCAB for some time, and the SCAB is currently designated as a CO attainment area for both CAAQS and NAAQS.

The highest concentrations of CO continued to be recorded in the areas of Los Angeles County where vehicular traffic is densest, with the maximum 8-hour and 1-hour concentration (4.3 ppm and 3.0 ppm, respectively) recorded in the South Central Los Angeles County area. Both values are well below the respective NAAQS levels (35 ppm and 9 ppm, respectively).

SCAQMD added two CO monitors as a result of a monitoring requirement for near-road CO monitors in urban areas. The two new monitors are located near I-5 in Orange County near Anaheim, and near I-10 in San Bernardino County near Ontario, Rancho Cucamonga, and Fontana. The near road measurements at these locations began in later December 2014. From that time to the end of 2015, the data shows that while the near-road measurements were often higher than the nearest ambient monitors (as would be expected in the near-road environment), they did not exceed the levels of the 1-hour or 8-hour CO NAAQS. The 2015 near-road peak 1-hour CO concentration was 3.1 ppm, measured at the I-5 monitoring site. The peak 8-hour CO concentration was 2.6 ppm was measured at the I-10 monitoring site. Both values are well below the respective NAAQS levels (35 ppm and 9 ppm, respectively). The SCAQMD states that based on this limited period of data, it appears that the near-road CO design values will be very unlikely to affect the Basin's attainment status for CAAQS and NAAQS.

None of the intersections in the project area have peak hour traffic volumes that exceed those worst-case intersections identified nor do they have any other qualities (e.g., geometric) that would result in higher concentrations than the intersections monitored by the SCAQMD. As a result, CO concentrations at intersections affected by the project are expected to be less than the concentrations measured at the worst-case intersections and near-highway locations, and would not exceed the thresholds. The proposed project would not contribute to the formation of CO hotspots and no further CO analysis is required. Therefore, the proposed project would result in less-than-significant impacts with respect to CO hotspots.

Criteria Air Pollutants – Localized Construction Air Quality Impacts

SCAQMD recommends the evaluation of localized air quality impacts to sensitive receptors in the immediate vicinity of the project site, as a result of construction and operational activities. The localized significance thresholds (LST) are established based on standards by SCAQMD in the LST Methodology. The LSTs are compared to construction emissions that occur on the project site. Based on the *Fact Sheet for Applying CalEEMod to Localized Significance*

Thresholds from SCAQMD, the daily on-site construction emissions generated by the proposed project were evaluated against SCAQMD's LSTs for a two-acre site to determine whether the emissions would cause or contribute to adverse localized air quality impacts.

The nearest sensitive receptors to the proposed project construction area are single-family residences located directly to the south of the project site fence line. Since the mass rate look-up tables provided by SCAQMD only provides LSTs at receptor distances of 82 feet, the LSTs for a receptor distance of 82 feet is used to evaluate the potential localized air quality impacts associated with the project's peak day construction emissions. **Table 4, Localized Daily Construction Emissions**, identifies the daily unmitigated, localized on-site emissions that are estimated to occur during project construction.

TABLE 4
LOCALIZED DAILY CONSTRUCTION EMISSIONS

	Estimated Maximum Daily On-Site Emissions (lbs./day)			
Construction Year	**NO_X**	**CO**	**PM10[a]**	**PM2.5[a]**
2018	51	36	5	3
2019	67	61	5	4
2020	12	11	1	1
Maximum Localized Emissions	**67**	**61**	**5**	**4**
Localized Significance Threshold[b]	*128*	*953*	*7*	*5*
Significant Impact?	No	No	No	No

NOTES:
[a] Emissions account for implementation of dust control measures as required by SCAQMD Rule 403—Fugitive Dust.
[b] LSTs for a two-acre site in SRA 9 at a receptor distance of 82 feet.

SOURCE: ESA, 2017

As shown in Table 3, Regional Unmitigated Operational Emissions, the daily unmitigated emissions generated onsite by the proposed project's worst-case construction day would not exceed any of the applicable SCAQMD LSTs for a two-acre site at a receptor distance of 82 feet away during any of the construction phases. As the project's worst-case construction emissions would not exceed SCAQMD's applicable LSTs, the localized air quality impacts associated with the project's construction emissions would be less than significant, and no mitigation would be required.

Criteria Air Pollutants – Localized Operational Air Quality Impacts

During project operations, the daily amount of localized pollutant emissions generated onsite by the project would not be substantial. As shown in **Table 5, Localized Unmitigated Operational Emissions**, the project's total operational-related emissions generated onsite would not exceed SCAQMD's applicable operational LSTs. Thus, localized air quality impacts during project operations would be less than significant.

TABLE 5
LOCALIZED UNMITIGATED OPERATIONAL EMISSIONS

	Estimated Emissions (lbs./day)			
Localized Emissions	**NO_X**	**CO**	**PM10[a]**	**PM2.5[a]**
First Year Operations				
Area	<1	<1	<1	<1
Energy	<1	<1	<1	<1
Maximum Localized (On-Site) Emissions	**<1**	**<1**	**<1**	**<1**
Localized Significance Threshold[b]	*128*	*953*	*2*	*2*
Exceeds Indicator?	No	No	No	No

NOTES:

[a] Emissions account for implementation of dust control measures as required by SCAQMD Rule 403—Fugitive Dust.

[b] LSTs for a two-acre site in SRA 9 at a receptor distance of 82 feet.

SOURCE: ESA, 2017

Toxic Air Contaminants

Project construction would result in short-term emissions of diesel particulate matter (diesel PM), which is a TAC. Diesel PM poses a carcinogenic health risk that is measured using an exposure period of 70 years. The exhaust of off-road heavy-duty diesel equipment would emit diesel PM over the course of one year during demolition, site preparation (e.g., clearing); site grading and excavation; paving; building construction; and other miscellaneous activities. Sensitive receptors are located adjacent to the proposed project; however, the localized analysis of construction emissions at these receptors found that emissions were substantially below SCAQMD thresholds, as presented in Table 4, Localized Daily Construction Emissions. In addition, the emission model assumes operation of multiple pieces of equipment simultaneously, which is unlikely, resulting in lower localized emissions experienced by sensitive receptors compared to the conservative maximum used in the analysis. Thus, sensitive receptors would be exposed to emissions below thresholds and construction TAC impacts would be less than significant, and no additional analysis is required.

Project operations do not locate industrial or high-emission land uses near sensitive receptors. As presented in Table 5, Localized Unmitigated Operational Emissions, PM generated onsite would be well below the SCAQMD thresholds for the nearest sensitive receptors. Thus, operational TAC impacts would be less than significant.

d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?

Less-than-Significant Impact. As described in Table 2, Regional Unmitigated Construction Emissions, and Table 3, Regional Unmitigated Operational Emissions, both construction and operational emissions of criteria air pollutants that are currently in attainment for the region (CO, SO_2) are below the SCAQMD significance thresholds and result in impacts that are less than significant. Potential sources that may emit odors during construction activities include the use of architectural coatings and solvents, and exhaust from diesel equipment and diesel-powered on- and off-road equipment. SCAQMD Rule 1113 limits the amount of volatile organic compounds from

architectural coatings and solvents. During construction of the proposed project, such odors would be a temporary source of nuisance to adjacent uses, but would not affect a substantial number of people. As odors associated with project construction would be temporary and intermittent in nature, the odors would not be considered to be a significant environmental impact.

Land uses associated with odor complaints typically include agricultural uses, wastewater treatment plants, food processing plants, chemical plants, composting, refineries, landfills, dairies, and fiberglass molding. The proposed project includes the development of office uses, and does not include any such uses that are typically associated with odors. In addition, the project is not located near any typical sources of odors. Therefore, implementation of the proposed project would have a less-than-significant impact associated with objectionable odors.

3.2.4 Biological Resources

Issues (and Supporting Information Sources)		Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
IV.	**BIOLOGICAL RESOURCES** — Would the project:				
a)	Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	☐	☐	☒	☐
b)	Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	☐	☐	☐	☒
c)	Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	☐	☐	☐	☒
d)	Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	☐	☐	☒	☐
e)	Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☐	☒	☐
f)	Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	☐	☐	☐	☒

Discussion

Would the project:

a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?

Less-than-Significant Impact. The project site is currently vacant and does not contain any vegetation and, therefore, does not contain any native plant habitat or special-status plant species. The project site has been operating as an urban use for decades. Any wildlife found on site would likely be transitory and would be a species associated with urban areas (e.g., raccoons, opossums, etc.). The site does not contain any trees; however, there are approximately two street trees that line the sidewalk on Dalewood Street adjacent to the project site. The proposed project would not remove any existing trees and would add trees and shrubs as shown in Figure 9, Building Façade, which would increase ornamental plants and trees over existing conditions. Thus, the project would not disturb any trees as protected by the City of Baldwin Park Municipal Code (BPMC) Chapter 153, Zoning Code, Subchapter 153.165, Tree Preservation and Protection, and impacts to street trees would be less than significant. In addition, the project vicinity is highly urbanized and

does not support habitat for candidate, sensitive, or special status plant species. Therefore, impacts to candidate, sensitive, or special-status plant species would occur would be less than significant.

b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?

No Impact. Riparian habitats are habitats along the banks of rivers or streams. Sensitive natural communities are considered rare in the region by the USFWS, CDFW, or local regulatory agencies, and are known to provide habitat for sensitive animal or plant species. There is no riparian habitat on the project site. There is also no native habitat or sensitive natural communities on-site. The project area is not included under any local or regional plans, policies, or regulations that identify riparian habitat or other sensitive natural community. The proposed project would maintain the developed nature of the site, preventing any future riparian habitat or marshland vegetation from forming onsite in the future. No impact would occur.

c) Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?

No Impact. The U.S. Army Corps of Engineers (USACE) defines wetlands as an area that has the following three attributes: (1) at least periodically, the land supports predominantly hydrophytes (e.g., "water-loving plants); (2) the substrate is predominantly undrained hydric (i.e., waterlogged soils); and (3) the substrate is saturated with or covered by shallow water at some time during the growing season. The proposed project is located within a highly urbanized area and the project site is currently vacant with the exception of two existing foundation pads, but previously developed. No wetlands are present at the project site and the site does not include hydrophytes (such as cattails, bulrushes, and mulefat) or other features that define a wetland. Therefore, the project would not have a substantial adverse effect on federally protected wetlands. No impact would occur.

d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?

Less-than-Significant Impact. As described above, the proposed project is located within a highly urbanized area and the site is currently vacant, with the exception of two existing foundation pads, but was previously developed. There is no potential or established resident or migratory wildlife corridors on the project site or in the vicinity due to the highly urbanized setting and lack of open space areas, particularly those areas that could facilitate the movement of wildlife species between larger stands of undeveloped habitat. Accordingly, the development of the project would not significantly impact any regional wildlife corridors or native wildlife nursery sites. Further, no water bodies that could serve as a habitat for fish exist on the project site or in the vicinity.

The federal Migratory Bird Treaty Act (MBTA) (16 USC Section 703, Supp. 1, 1989) prohibits killing, possessing, or trading in migratory birds, except in accordance with regulations prescribed by the Secretary of the Interior. Native birds, their eggs, and nests, are also protected by California Fish and Game (CFG) Code Sections 3500 and 3800, and thus impacts to native birds or their nests during the breeding season are potentially significant. There are approximately two street trees that line the sidewalk on Dalewood Street adjacent to the project site. The proposed project would not remove any existing trees and would add trees and shrubs as shown in Figure 9, Building Façade, which would increase ornamental plants and trees over existing conditions. These trees could provide suitable nesting habitat for common avian species known to occur in urban environments that are protected under the MBTA. However, the project would be required to comply with the MBTA and CFG Code to ensure that significant impacts to native and migratory birds would not occur in order to reduce the potential for impacts to migratory birds. With implementation of the regulations set forth in the MBTA and CFG Code, any potential impacts to native or migratory birds would be reduced to less than significant.

e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?

Less-than-Significant Impact. The project site is not located within any habitat conservation plan or natural community conservation plan. The City of Baldwin Park Tree Preservation and Protection Ordinance (BPMC Chapter 153, Subchapter 153.165) establishes standards and measures for preserving and protecting trees located on public and private property. In addition, the Ordinance prohibits indiscriminate damage and destruction of trees in the City. The proposed project site is developed and is located within a highly urbanized area; the project site contains no known biological resources. Project implementation would not involve the removal of any protected or California native trees, nor would it conflict with any local policies or ordinances protecting biological resources. Therefore, the proposed project would not conflict with any local policies or ordinances protecting biological resources and impacts would be less than significant.

f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?

No Impact. The project site is developed and does not contain any natural lands that are subject to an adopted Habitat Conservation Plan; Natural Community Conservation Plan; or other approved local, regional, or state habitat conservation plan (USFWS 2006; CDFW 2017). Therefore, the proposed project would not conflict with the provisions of adopted plans, and there would be no impact.

3.2.5 Cultural Resources

Issues (and Supporting Information Sources)		*Potentially Significant Impact*	*Less than Significant with Mitigation Incorporated*	*Less than Significant Impact*	*No Impact*
V.	**CULTURAL RESOURCES** — Would the project:				
a)	Cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5?	☐	☒	☐	☐
b)	Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	☐	☒	☐	☐
c)	Disturb any human remains, including those interred outside of formal cemeteries?	☐	☐	☐	☒

Discussion

Would the project:

a) Cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5?

Less-than-Significant Impact with Mitigation Incorporated. A records search for the project was conducted by ESA on August 16, 2017 at the South Central Coastal Information Center (SCCIC) and the findings of this search are summarized in a letter report prepared for the project (ESA 2017; Appendix B). The records search included a review of all previously recorded cultural resources within a ½-mile radius of the project site, as well as a review of cultural resource reports on file. In addition, the California Register of Historical Resources (California Register), the National Register of Historic Places (National Register), and the California State Historic Resources Inventory (HRI) listings were reviewed (Bever 2017).

The records search indicated that nine cultural resources studies have been previously conducted within ½-mile of the project site, covering approximately 90 percent of the ½-mile archaeological search radius. Of these, one study (LA 10502), dated 2001, covered the project site. The records search also indicated that a total of four cultural resources, all historic-period built resources, have been previously recorded within ½-mile of the project site, the closest of which is perhaps 250-feet away from the project site. All four have been previously found ineligible for listing in the National Register of Historic Places. No previously recorded archaeological resources were identified within the ½-mile search radius (ESA 2017).

A historical map and aerial photo review indicates that the project area was developed with working agricultural fields and a ranch property beginning in at least the late 1940s. However, the area was cleared of agricultural land and several commercial buildings were built on the property between 1952 and 1964, as shown on aerial imagery from those dates. By 1972, the project site was completely developed with parking lots and several buildings, though currently all buildings have been removed from the project site.

A cultural resources pedestrian survey was conducted on October 5, 2017. As a result of the survey, one historical period resource (ESA-BP-001H) was identified and documented. ESA-BP-001H consists of the remnants of two buildings (one restaurant and one building of unknown function) surrounded by an asphalted parking lot. Elements present include concrete foundations

for the buildings, an ADA ramp, and five concrete lamp post bases. The buildings have since been demolished. Because the two buildings that were once associated with these features no longer remain, the resource has lost all integrity and is not considered eligible for the California Register of Historical Resources according to any of the four criteria. No other cultural resources were identified within the project site (ESA 2017).

While there is potential for subsurface prehistoric or historical-period archaeological resources that could be identified during ground-disturbing activities, the lack of recorded archaeological sites in the vicinity of the project indicates that the potential is low. Nonetheless, implementation of Mitigation Measures CUL-1 and CUL-2 would ensure that impacts to any previously undocumented (and likely subsurface) archaeological resources that qualify as historical resources would be less than significant.

Mitigation Measures

CUL-1: Construction Worker Cultural Resources Sensitivity Training. Prior to start of ground-disturbing activities, an archaeologist meeting the Secretary of the Interior's Professional Qualifications Standards for archaeology (a qualified archaeologist) shall conduct cultural resources sensitivity training for all construction personnel. Construction personnel shall be informed of the types of archaeological resources that may be encountered, and of the proper procedures to be enacted in the event of an inadvertent discovery of archaeological resources or human remains. The City shall ensure that construction personnel are made available for and attend the training and retain documentation demonstrating attendance.

CUL-2: Inadvertent Discovery of Archaeological Resources. In the event of the unanticipated discovery of archaeological materials during project construction, the project contractor shall immediately cease all work activities in the area (within approximately 50 feet) of the discovery until it can be evaluated by a qualified archaeologist. Construction will not resume until the qualified archaeologist has conferred with the City on the significance of the resource. If it is determined that the discovered archaeological resource constitutes a historical resource or unique archaeological resource under CEQA, avoidance and preservation in place is the preferred manner of mitigation. Preservation in place maintains the important relationship between artifacts and their archaeological context and also serves to avoid conflict with traditional and religious values of groups who may ascribe meaning to the resource. However, if data recovery through excavation is the only feasible mitigation available, a Cultural Resources Treatment Plan shall be prepared and implemented by the qualified archaeologist in consultation with the City. The Cultural Resources Treatment Plan shall provide for the adequate recovery of the scientifically consequential information contained in the archaeological resource. The City shall consult with appropriate Native American representatives in determining treatment for prehistoric or Native American resources to ensure cultural values ascribed to the resource, beyond that which is scientifically important, are considered.

Significance after Mitigation

Implementation of Mitigation Measures CUL-1 and CUL-2 would ensure that impacts are less than significant.

b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?

Less-than-Significant Impact with Mitigation Incorporated. As mentioned above, a records search at the SCCIC did not identify any previously recorded archaeological resources within the project site or the ½-mile search radius. One historical period archaeological resource was identified and documented during the pedestrian field survey. ESA-BP-001H consists of the remnants of two buildings (one restaurant and one building of unknown function) surrounded by an asphalted parking lot. Elements present include concrete foundations for the buildings, an ADA ramp, and five concrete lamp post bases. The buildings have since been demolished. Because the two buildings that were once associated with these features no longer remain, the resource has lost all integrity and does not qualify as a unique archaeological resources under CEQA. No other resources were identified within the project site (Bever 2017).

While there is potential for subsurface prehistoric or historical-period archaeological resources that could be identified during ground-disturbing activities, the lack of recorded archaeological sites in the vicinity of the project indicates that the potential is low. Nonetheless, implementation of Mitigation Measures CUL-1 and CUL-2 would ensure that impacts to any previously undocumented (and likely subsurface) archaeological resources that qualify as unique archaeological resources would be less than significant.

Mitigation Measures

Mitigation Measures CUL-1 and CUL-2.

Significance after Mitigation

Implementation of Mitigation Measures CUL-1 and CUL-2 would ensure that impacts are less than significant.

c) Disturb any human remains, including those interred outside of formal cemeteries.

No impact. The records search at the SCCIC did not identify any human remains within the project site or the ½-mile search area. Further, a cultural resources survey of the project site did not identify any prehistoric resources or other indication that human remains might occur within the project site (ESA 2017). While there is a possibility that human remains could be encountered during project-related ground disturbing activity, the possibility is considered very low. Further, if human remains are encountered, provisions of state law would be followed, including Public Resources Code Section 5097.98 and Health and Safety Code Section 7050.5. Given this, the project would have no impact on human remains.

3.2.6 Energy

	Issues (and Supporting Information Sources)	*Potentially Significant Impact*	*Less than Significant with Mitigation Incorporated*	*Less than Significant Impact*	*No Impact*
VI.	**ENERGY** — Would the project:				
a)	Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	☐	☐	☒	☐
b)	Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	☐	☐	☒	☐

Discussion

a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation.

Less-than-Significant Impact. With respect to construction and operational transportation energy, the proposed project would increase the demand for transportation fuel (diesel and gasoline) from construction equipment and vehicles traveling to and from the project site. **Table 6, Estimated Annual Project Construction Fuel Consumption**, and **Table 7, Estimated Annual Project Operational Transportation Fuel Usage**, show the estimated project construction and operational transportation fuel usage, both of which are minimal compared to the County total. It is assumed that all operational emissions generated by the proposed project represent new emissions. Construction would be temporary and last for approximately 17 months. The project would require construction contractors and truck operators to comply with applicable State regulations governing heavy duty diesel on- and off-road equipment. As discussed in Section III, *Air Quality*, the CARB adopted a regulation to limit heavy-duty diesel motor vehicle idling to no more than five minutes at any location. According to the CARB staff report that was prepared at the time the anti-idling ATCM was proposed for adoption in late 2004/early 2005, the regulation was estimated to reduce non-essential idling and associated emissions of diesel particulate matter and NO_X emissions by 64 and 78 percent, respectively, in analysis year 2009 (CARB 2004). These reductions in emissions are directly attributable to overall reduced idling times and reduced idling fuel combustion as a result of compliance with the regulation. Compliance with these regulations would reduce the inefficient, wasteful, and unnecessary consumption of transportation energy demand and impacts would be considered less than significant.

TABLE 6
ESTIMATED ANNUAL PROJECT CONSTRUCTION FUEL CONSUMPTION

Source	Fuel Type	Project[a] (gpy)	Los Angeles County (gpy)	Percent of Los Angeles County
Workers	Gasoline	9,383	3,659,000,000	0.0003
Off-Road/Vendors/Haul Trucks	Diesel	70,935	590,200,000	0.012

NOTES:
gpy = gallons per year
[a] Project fuel consumption is based on the trip rates and distance from CalEEMod, and the fuel consumption rate (miles/gal) from EMFAC 2014.

SOURCE: Appendix F, CEC 2018.

TABLE 7
ESTIMATED ANNUAL PROJECT OPERATIONAL TRANSPORTATION FUEL USAGE

Source	Fuel Type	Project[a] (gpy)	Los Angeles County (gpy)	Percent of Los Angeles County
Project Vehicle Trips	Gasoline	81,053	3,659,000,000	0.0022
Project Vehicle Trips	Diesel	8,767	590,200,000	0.001

NOTES:
gpy = gallons per year
[a] Project transportation fuel usage were estimated based on CALEEMOD output.

SOURCE: Appendix F. CEC 2018.

Southern California Edison (SCE) and Southern California Gas Company (SoCalGas) would provide electricity and natural gas for the proposed project. **Table 8, Estimated Direct Project Operational Energy Usage**, shows the estimated project natural gas and electricity demand, which would be extremely minimal with respect to SoCalGas and SCE supplies and would not impact the capacity of existing utility facilities. The project would comply with the energy efficiency measures that are required by regulation, such as the current Title 24 standards, California Green Building Standards Code, and the City of Baldwin Park Health and Sustainability Element of the General Plan. As a result, the project would not result in wasteful or unnecessary consumption of energy and impacts would be considered less than significant.

TABLE 8
ESTIMATED DIRECT PROJECT OPERATIONAL ENERGY USAGE

Energy Type	Natural Gas per Year[a] (million kBtu)	Electricity per Year[a] (million kWh)
Project	0.59	0.89
Local Utility Providers Network Sales—SoCal Gas/SCE[b,c]	953,075	87,143
Percent of Local Utility Providers	0.0001	0.001

NOTES:
kBtu = thousand British thermal units; kWh = kilowatt-hour
[a] Natural gas and electricity usage prediction was based on CalEEMod estimate.
[b] California Gas and Utilities, 2018. (2518 MMCF/day*365 days * 1.037 million kBtu/1 MMCF = 953075.59 million kBtu)
[c] SCE, 2018.

SOURCE: Appendix F.

b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency.

Less-than-Significant Impact. The State of California and the City of Baldwin Park have implemented energy policies relevant to this project. As discussed above, the project would require construction contractors and truck operators to comply with applicable State regulations governing heavy duty diesel on- and off-road equipment to minimize transportation fuel consumption. The project would comply with the energy efficiency measures that are required by regulation, such as the current Title 24 standards, California Green Building Standards Code, and the City of Baldwin Park Health and Sustainability Element of the General Plan. Overall, the project would not conflict with applicable energy efficiency policies or standards. As such, impacts would be considered less than significant.

3.2.7 Geology and Soils

Issues (and Supporting Information Sources)	*Potentially Significant Impact*	*Less than Significant with Mitigation Incorporated*	*Less than Significant Impact*	*No Impact*
VII. GEOLOGY AND SOILS — Would the project:				
a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	☐	☐	☒	☐
ii) Strong seismic ground shaking?	☐	☐	☒	☐
iii) Seismic-related ground failure, including liquefaction?	☐	☐	☒	☐
iv) Landslides?	☐	☐	☐	☒
b) Result in substantial soil erosion or the loss of topsoil?	☐	☐	☒	☐
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?	☐	☐	☒	☐
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?	☐	☐	☒	☐
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	☐	☐	☐	☒
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☒	☐	☐

Discussion

Would the project:

a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:

i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? (Refer to Division of Mines and Geology Special Publication 42.)

Less-than-Significant Impact. Seismically induced surface or ground rupture occurs when movement on a fault deep within the earth breaks through to the surface as a result of seismic activity. Fault rupture almost always follows preexisting faults, which are zones of weakness. Sudden displacements are more damaging to structures because they are accompanied by shaking. Under the Alquist-Priolo Earthquake Fault Zoning Act, which was passed in 1972, the California State Geologist (CGS) identifies areas in the State that are at risk from surface fault rupture. The Act's main purpose is to prevent the construction of buildings used for human occupancy on the surface trace of active faults. This requires CGS to establish regulatory zones,

known as Alquist-Priolo Earthquake Fault Zones, around the surface traces of active faults and to issue appropriate maps that identify these zones.

The project area is located in the Los Angeles Basin, which is a northwest-trending alluvial plain on the coast of southern California. The plain is bounded by mountains and hills on the north, northeast, east and southeast (Yerkes et al. 1965). Alquist-Priolo Earthquake Fault Zoning Maps delineate fault zones surrounding known faults that could result in damage to buildings or structures in that area. The project site is not known to contain an active fault (movement within the last 11,000 years) and is not located within an Alquist-Priolo Earthquake Fault Zone (CGS 2014, City of Baldwin Park 2002). The project site is located within a seismically active area in Southern California and, therefore, the site is subject to ground shaking in the event of an earthquake. While movement on unknown faults is possible, such an event is unlikely given the extensive fault mapping in the region. The impacts from rupture of a known earthquake fault are considered to be less than significant.

ii) Strong seismic ground shaking?

Less-than-Significant Impact. As described above, the proposed project is not located within an established Alquist-Priolo Earthquake Fault Zone (CGS 2014, City of Baldwin Park 2002). However, the project site is located in a seismically active region with numerous active faults. According to Figure PS-1, Regional Fault Zones, in the Public Safety Element of the General Plan, the most significant known active fault zones that are capable of seismic ground shaking and can impact the project site are the Whittier-Elsinore Fault Zone, Newport-Inglewood Fault Zone, San Andreas Fault Zone, and San Gabriel Fault Zone, as well as the lesser San Fernando/Sierra Madre-Cucamonga Fault Zone, Raymond Hill Fault Zone, Verdugo Fault Zone, and Chino Fault Zone. Given the distance of known faults, there is a potential for high-intensity groundshaking associated with earthquakes in this region. The intensity of such an event would depend on the causative fault and the distance to the epicenter, the strength and duration of shaking, and the nature of the geologic materials on which the proposed project components would be constructed. Intense groundshaking and high ground accelerations would affect the entire area around the proposed project. The primary and secondary effects of groundshaking could damage structural foundations, distort and break pipelines, and cause structural failure. Seismic shaking of the proposed facilities could place people and structures at risk.

The structural elements of the proposed project would be required to undergo appropriate design-level geotechnical evaluations prior to final design and construction. Implementing the regulatory requirements in the CBC, County and City ordinances, and the CGS Guidelines for Evaluating and Mitigating Seismic Hazards in California (CGS 2008), and ensuring that all buildings and structures are constructed in compliance with the law is the responsibility of the project engineers and building officials. The geotechnical engineer, as a registered professional with the State of California, is required to comply with the CBC and local codes while applying standard engineering practice and the appropriate standard of care for the particular region in California, which, in the case of the proposed project, is the City of Baldwin Park and County of Los

Angeles.[2] The California Professional Engineers Act (Building and Professions Code Sections 6700–6799), and the Codes of Professional Conduct, as administered by the California Board of Professional Engineers and Land Surveyors, provides the basis for regulating and enforcing engineering practice in California. The local building officials are typically with the local jurisdiction (i.e., City of Baldwin Park) and are responsible for inspections and ensuring CBC and local code compliance prior to approval of the building permit.

Prior to the approval of construction plans for the project, the project Applicant would be required to complete a design-level geotechnical investigation. The geotechnical evaluation would identify soil properties needed for the development of site-specific design criteria, including the subterranean parking. The geotechnical investigation would be required to provide recommendations to protect new structures from seismic hazards to be incorporated into the proposed project final design. Recommendations may include ground stabilization, appropriate selection of foundation type and depths, and selection of appropriate structural systems. Compliance with the CBC and local ordinances would minimize the potential for damage from strong ground shaking. As a result, the proposed project would result in a less-than-significant impact with mitigation related to seismic groundshaking.

iii) Seismic-related ground failure, including liquefaction?

Less-than-Significant Impact. The occurrence of liquefaction and seismically-induced settlement or ground failure is generally related to strong seismic shaking events where the groundwater table occurs at a relatively shallow depth (generally within 50 feet of the ground surface), or where lands are underlain by loose, cohesionless deposits. Liquefaction generally results in the loss of shear strength of a soil, which occurs due to the increase of pore water pressure caused by the rearrangement of soil particles induced by shaking or vibration. During liquefaction, soil strata typically behave similar to a heavy fluid. As depth to groundwater within the City of Baldwin Park is generally greater than 50 feet below ground surface (bgs), the potential for liquefaction to occur is considered to be low. However, according to the Division of Mines and Geology Division of the California Department of Conservation has identified the southwestern portion of the City as being subject to liquefaction (CDOC 1998). The project site is within the southern portion of the City; however, based on the historical occurrence of liquefaction and local conditions indicating a potential for permanent ground displacement, and the project site is not located within a State-identified earthquake zone of required investigation for liquefaction, the potential for seismic-related ground failure is low (CDOC 1998). Therefore, there would be a less-than-significant impact related to liquefaction.

iv) Landslides?

No Impact. Landslides are movements of a mass of rock, debris, or earth down a slope (USGS 2016a). The project site is located on a flat property and is not located within an area susceptible to landslides as designated on the CGS Landslide Inventory Map (CGS 2017). Therefore, the

[2] A geotechnical engineer (GE) specializes in structural behavior of soil and rocks. GEs conduct soil investigations, determine soil and rock characteristics, provide input to structural engineers, and provide recommendations to address problematic soils.

proposed project would not expose people or structures to potential substantial adverse effects related to landslides, and there would be no impact.

b) Result in substantial soil erosion or the loss of topsoil?

Less-than-Significant Impact. The project site is currently vacant, with the exception of two existing foundation pads. During construction, the proposed project would include the excavation of one level of subterranean parking and the export of excess soil. These types of construction activities have the potential to disturb and expose native soils to soil erosion. In addition, the change in on-site drainage patterns from project construction could also result in limited soil erosion. Thus, development of the proposed project has the potential to result in the erosion of soils during site preparation and construction activities. However, the potential for erosion during construction is limited and any potential erosion would be reduced by compliance with the *National Pollutant Discharge Elimination System (NPDES) General Permit for Discharges of Storm Water Runoff Associated with Construction and Land Disturbance Activities* (Order 2009-0009-DWQ, NPDES No. CAS000002; as amended by Orders 2010-0014-DWQ and 2012-006-DWQ) (Construction General Permit). The Construction General Permit requires preparation and implementation of a stormwater pollution prevention plan (SWPPP), which requires applications of best management practices (BMPs) to control runoff from construction work sites. The BMPs would include, but would not be limited to, physical barriers to prevent erosion and sedimentation, construction of sedimentation basins, limitations on work periods during storm events, use of bioinfiltration swales, protection of stockpiled materials, and a variety of other measures that would substantially reduce or prevent erosion from occurring during construction. Given that the potential for erosion is limited and that the proposed project would adhere the Construction General Permit, a less-than-significant impact would occur with respect to erosion or the loss of topsoil during construction.

During operation, the proposed project would not have the potential to result in substantial soil erosion or loss of topsoil, as the project site would be nearly entirely developed with buildings and paved surfaces. While there would be minimal landscaping, the majority of this area would be covered with grass, trees, and shrubs that would limit the amount of topsoil that is exposed. Thus, the potential for soil erosion during operation of the proposed project is extremely low. Therefore, impacts with regard to substantial soil erosion and loss of topsoil would be considered less than significant, and no mitigation measures are required.

c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?

Less-than-Significant Impact. Impacts related to liquefaction and landslides addressed above in Checklist Question VII.a.iii and VII.a.iv, respectively. Lateral spreading is a type of landslide, and thus, related impacts would also be less than significant based on previous conclusions. Collapses refer mainly to sinkholes caused by dissolved rock but the project site is not located in an area with limestone, carbonate rock, salt beds, or rocks that can naturally be dissolved by groundwater circulating through them (USGS 2016c). Finally, as previously discussed in Checklist Question VII.a.ii, the CBC and local ordinances would require a design-level geotechnical investigation for the project that would identify unstable geologic conditions and

provide recommendations to address those conditions. With compliance with the CBC and local ordinances, impacts would be less than significant.

d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?

Less-than-Significant Impact. Expansive soils are defined as soils possessing clay particles that react to moisture changes by shrinking when dry or swelling when wet. Changes in soil moisture content can result from precipitation, landscape irrigation, utility leakage, roof drainage, perched groundwater, drought, or other factors and may result in unacceptable settlement or heave of structures or concrete slabs to support on grade. The National Resource Conservation Service has not mapped this location for the potential presence of expansive soils. However, as discussed above in Checklist Question VII.a.ii, the CBC and local ordinances would require that a geotechnical investigation be conducted to identify geotechnical issues for the project site, such as problematic soil conditions, including expansive soil. If expansive soils are identified, then the geotechnical investigation would provide recommendations such as removal, treatment with lime, and/or proper fill selection. Compliance with the CBC and local ordinances would ensure that the project components would be designed to include technical specifications to minimize impacts due to expansive soils. Therefore, impacts due to expansive soils would be to be less than significant.

e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?

No Impact. The project area is served by an existing sewer system. The proposed project would connect to and be served by the existing public sewer system for wastewater discharge and treatment. There would be no impact associated with septic tanks or alternative wastewater disposal systems.

f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

Less-than-Significant Impact with Mitigation Incorporated. Geological mapping indicates that the surface of the project site is covered with Quaternary gravels. These sediments consist of gravel and sand deposited by major streams from erosion in the San Gabriel Mountains (Dibblee and Ehrenspeck 1999). At the surface these sediments are relatively recent in age and, as such, are not old enough to contain fossil remains. However, these sediments increase in age with depth, such that while the surficial sediments are too young to preserve fossils, the underlying sediments date to the Late Holocene or Pleistocene and, therefore, may preserve fossil resources. While the exact depth at which the transition to older sediments that may preserve fossil resources is not known, fossils have been discovered in the Los Angeles Basin as shallowly as 5 to 10 feet below ground surface (Jefferson 1991a, 1991b; Miller 1971; Scott 2010; Scott and Cox 2008).

On August 11, 2017, a paleontological resources database search was conducted by the Natural History Museum of Los Angeles County (LACM). The purpose of the museum records search was to: (1) determine whether any previously recorded fossil localities occur in the project site, (2) assess the potential for disturbance of these localities during construction, and (3) evaluate the

paleontological sensitivity in the project site. The records search returned no known localities within the project site; however, a number of vertebrate fossils are known from eastern Los Angeles from sedimentary deposits similar to those present at depth in the project site (LANHM 2017). Multiple fossil localities have been identified in the vicinity, with depths of the finds ranging from 11 to 115 feet below ground surface (LANHM 2017).

The review of scientific literature and the results of the records search of the LACM indicate that while the surficial sediments in the project site are too young to preserve fossil resources, deeper units have the potential to preserve significant fossil resources. Therefore, the project site is considered to have low-to-high paleontological sensitivity increasing with depth. While the exact depth at which this transition occurs is unknown, discoveries of other fossil resources in the area at depths as shallow as 11 feet (LANHM 2017) indicates that ground disturbing activities that exceed 10 feet in depth risk encountering paleontological resources (ESA 2017).

Mitigation Measures

GEO-1: Retain Qualified Paleontologist. A qualified paleontologist meeting the Society of Vertebrate Paleontology (SVP) standards (SVP 2010) (Qualified Paleontologist) shall be retained prior to the approval of demolition or grading permits. The Qualified Paleontologist shall provide technical and compliance oversight of all work as it relates to paleontological resources, shall attend the project kick-off meeting and project progress meetings on a regular basis, and shall report to the site in the event potential paleontological resources are encountered.

GEO-2: Construction Worker Paleontological Resources Sensitivity Training. The Qualified Paleontologist shall conduct construction worker paleontological resources sensitivity training prior to the start of ground disturbing activities (including vegetation removal, pavement removal, etc.). In the event construction crews are phased, additional trainings shall be conducted for new construction personnel. The training session shall focus on the recognition of the types of paleontological resources that could be encountered within the project site and the procedures to be followed if they are found. Documentation shall be retained demonstrating that all construction personnel attended the training.

GEO-3: Paleontological Monitoring. Full-time paleontological resources monitoring shall be conducted for all ground disturbing activities occurring in previously undisturbed sediments of older alluvium, at depths of 10 feet or greater. The surficial gravel, as well as any artificial fill or previously disturbed sediments that may be present, have low paleontological sensitivity and so work in the upper 10 feet of the project site does not need to be monitored. The depth of 10 feet is derived from the records search of the LACM, which reports fossils recovered in older alluvium from depths of 11 feet in the vicinity of the project site. The Qualified Paleontologist shall spot check the excavation on an intermittent basis and recommend whether the depth or frequency of required monitoring should be revised based on his/her observations. Paleontological resources monitoring shall be performed by a qualified paleontological monitor (meeting the standards of the SVP) under the direction of the Qualified Paleontologist. Monitors shall have the authority to temporarily halt or divert work away from exposed fossils in order to recover the fossil specimens. Any significant fossils collected during project-related excavations shall be prepared to the point of identification and curated into an accredited repository with retrievable storage. Monitors shall prepare daily logs detailing the types

of activities and soils observed, and any discoveries. The Qualified Paleontologist shall prepare a final monitoring and mitigation report to document the results of the monitoring effort.

GEO-4: Inadvertent Discovery of Paleontological Resources. If construction or other project personnel discover any potential fossils during construction, regardless of the depth of work or location, work at the discovery location shall cease in a 50-foot radius of the discovery until the Qualified Paleontologist has assessed the discovery and made recommendations as to the appropriate treatment. If the find is deemed significant, it should be salvaged following the standards of the SVP (SVP, 2010) and curated with a certified repository.

Significance after Mitigation

Implementation of Mitigation Measures GEO-1 through GEO-4 would ensure that impacts are less than significant.

3.2.8 Greenhouse Gas Emissions

Issues (and Supporting Information Sources)		*Potentially Significant Impact*	*Less than Significant with Mitigation Incorporated*	*Less than Significant Impact*	*No Impact*
VIII.	**GREENHOUSE GAS EMISSIONS** — Would the project:				
a)	Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	☐	☐	☒	☐
b)	Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	☐	☐	☒	☐

Discussion

Would the project:

a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?

Less-than-Significant Impact. Project-related construction activities would generate temporary, short-term emissions of greenhouse gases (GHGs) during site preparation, grading, building construction, and architectural coating. While information regarding project-specific development would be needed in order to quantify the level of impact associated with construction activity, it is recognized that construction-related GHG emissions from implementing specific projects would "occur over a relatively short-term period of time, they contribute a relatively small portion of the overall lifetime project GHG emissions" (SCAQMD 2008). Construction activities would be required to comply with applicable State and SCAQMD regulations including the CARB on-road and off-road vehicle rules that limit idling to five minutes and require construction fleets to meet stringent exhaust standards. Compliance with these regulations would minimize construction GHG emissions and construction-related impacts are expected to be less than significant.

Operation of the land uses developed pursuant to implementation of the proposed project would result in area and mobile source emissions. As previously discussed in Section III, *Air Quality*, for purposes of estimating project emissions, and based on information provided by the project applicant, this analysis assumed an original start date of August 2018 with construction ending in January 2020 and a buildout operational year of 2020. This analysis yields a conservative estimate of emissions as it assumed that construction and buildout operational activities would occur at the earliest feasible date and applied the mobile source and fugitive dust emission factors for that date. Mobile source and fugitive emission factors are slightly less each year due to more stringent standards; so an earlier start date would result in higher emissions. Construction of the project has been delayed and will now commence in January 2021 and last approximately 36 months, ending in January 2024. Since emissions decrease over time, this analysis is still valid and is a conservative estimate of project emissions as it results in higher emissions than if the analysis was rerun using the new construction start date and buildout operational year. According to the project's CalEEMod outputs, based on CalEEMod default trip lengths and the trip generation rates of the project's Traffic Impact Analysis, the annual vehicle-miles traveled (VMT) would be approximately 1.9 million miles. It is assumed that all operational emissions

generated by the proposed project represent new emissions. Operational uses on the project site are anticipated to begin 2021. **Table 9, Annual GHG Emissions at Buildout Year**, shows the annual GHG emissions that would be generated by the proposed project at buildout. As shown, emissions would be below the SCAQMD screening-level threshold of 3,000 metric tons a year of CO_2e or carbon dioxide equivalent.

TABLE 9
ANNUAL GHG EMISSIONS AT BUILDOUT YEAR

Emission Sources	Estimated Emissions CO_2e (MT/yr)
Construction	
Annual Mitigated Construction (amortized over 30 years)[a]	21
Operations	
Area	<1
Energy (Electricity)	285
Energy (Natural Gas)	31
Mobile	830
Water Use	68
Solid Waste	76
Total GHG Emissions	**1,291**
SCAQMD Numeric Indicators	*3,000*
Exceeds Indicator?	No

NOTES:
CO_2e – Carbon dioxide equivalent; MT/yr – metric tons per year

[a] According to SCAQMD Interim CEQA GHG Significance Threshold Rule, construction emissions will be amortized over the life of the Project, defined as 30 years.

SOURCE: ESA, 2017

Mobile sources, such as employee and visitor vehicle trips, would be the largest contributor to annual GHG emissions, and the project's infill location would reduce trip lengths compared to the Statewide average (CAPCOA, 2008). Vehicles traveling to and from the project site would meet vehicle emission standards and would have lower emissions over the project's lifetime as standards are tightened and fleets are updated. In addition, the proposed project's electricity needs would be serviced by Southern California Edison, which must also comply with the goals of Assembly Bill (AB 32) to reduce GHG emissions and the Renewables Portfolio Standard that requires 33 percent of retail electricity sales to come from renewables by 2020 and 50 percent by 2030. The proposed project would also implement energy efficient designs consistent with the Title 24 Building Standards and the California Green Building Standards Code. These measures would reduce GHG emissions generated by the proposed project on an annual basis over its lifetime. Therefore, the proposed project would have less-than-significant impacts related to GHG emissions.

b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?

Less-than-Significant Impact. The project's compliance with applicable plans, policies, and regulations are discussed below.

Consistency with California Air Pollution Control Officer's Association (CAPCOA) Quantifying Greenhouse Gas Mitigation Measures

CAPCOA has provided guidance for mitigating or reducing emissions from land use development projects within its guidance document titled *Quantifying Greenhouse Gas Mitigation Measures*. The proposed project implements land use characteristics, such as: (1) location efficiency, (2) increased destination accessibility; (3) increased transit accessibility; and (4) improve design of development, which are consistent with the CAPCOA guidance document, reduce vehicle trips to and from the project site, and would achieve a reduction in associated transportation-related air pollutant and GHG emissions.

Consistency with City of Baldwin Park Health and Sustainability Element of the General Plan

The Health and Sustainability Element of the City of Baldwin Park General Plan supports local, regional, and statewide efforts to reduce emissions of GHGs. As a part of that policy, the General Plan describes Action HS-11.3 to analyze and mitigate increases in GHG emissions during development project review, pursuant to CEQA. The project would achieve the Health and Sustainability Element's goal by meeting the SCAQMD threshold for GHGs and achieving GHG reductions through project features, such as the building's urban location and compliance with the latest California Green Building Standards Code. By meeting this threshold designated by the SCAQMD, the proposed project would be consistent with AB 32 and support local, regional, and statewide efforts to reduce emissions of GHG.

Consistency with California Green Building Standards Code

The proposed project would incorporate strategies and measures from the California Green Buildings Standards Code that would reduce GHG emissions by increasing energy-efficiency building requirements, reducing indoor and outdoor water demand, and incorporating waste reduction measures.

Consistency with Executive Orders

Executive Orders S-3-05 and B-30-15 are for the purpose of reducing statewide GHG emissions. Executive Orders S-3-05's goal to reduce GHG emissions to 1990 levels by 2020 was codified by AB 32. As analyzed above, the implementation of the proposed project would be consistent with AB 32. Therefore, the project would not conflict with this component of these Executive Orders.

Although the project's emissions levels in 2030 and 2050 cannot yet be reliably quantified, Statewide efforts are underway to facilitate the State's achievement of those goals, and it is reasonable to expect the project's incremental emissions to decline as the regulatory initiatives identified by CARB in the First Update are implemented, and other technological innovations occur. As such, given the reasonably anticipated decline in project emissions once fully constructed and operational, the proposed project is consistent with the Executive Orders' goals.

The proposed project would also be consistent with California's Senate Bill 375 (SB 375), which requires regional transportation planning to promote reductions in passenger and light duty vehicle emissions. The proposed project would be located near public transit uses to reduce vehicle emissions.

Therefore, the proposed project would not conflict with any applicable plan, policy, or regulation of an agency adopted for the purpose of reducing the emissions of GHGs, and impacts would be less than significant.

3.2.9 Hazards and Hazardous Materials

Issues (and Supporting Information Sources)		Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
IX.	**HAZARDS AND HAZARDOUS MATERIALS** — Would the project:				
a)	Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☐	☒	☐
b)	Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	☐	☐	☒	☐
c)	Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☐	☒
d)	Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	☐	☐	☒	☐
e)	For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?	☐	☐	☐	☒
f)	Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☒	☐
g)	Expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires?	☐	☐	☐	☒

Discussion

Would the project:

a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?

Less-than-Significant Impact. A hazardous material is defined as any material that, due to its quantity, concentration, or physical or chemical characteristics, poses a significant present or potential hazard to human health and safety or to the environment if released into the environment.

Project grading and other construction activities would require the use of equipment, which would use fuels (gasoline or diesel) and lubricants (oils and greases). These materials are considered hazardous as they could cause temporary localized soil and water contamination. Incidents of spills or other localized contamination may occur during refueling, operation of machinery, undetected fluid leaks, or mechanical failure. In addition, construction of the proposed project would use paints, solvents, and other materials, such as wood and cement sealers, which are not considered acutely hazardous. However, all storage, handling, and disposal of these materials are regulated by California Department of Toxic Substances Control (DTSC), the U.S.

Environmental Protection Agency (USEPA), and the Los Angeles County Fire Department (LACFD). All construction activities involving the transportation, usage and disposal of hazardous materials would be subject to all applicable federal, state, and local requirements. Consequently, the potential for a significant release involving these materials is relatively low. With compliance with these regulations, hazardous material impacts related to construction activities, and the impacts related to accidental releases of hazardous materials would be less than significant.

During operation, the project could potentially involve the use and storage of ordinary household or general commercial cleaners, solvents, pesticides for landscaping, petroleum products, and other substances utilized for cleaning and maintenance of office facilities. These types of chemicals are not considered acutely hazardous, and would be used in limited quantities. Additionally, the 8,000 sf of medical office space has the potential to generate biohazard waste – such as waste containing recognizable fluid and blood products, prescription drugs and containers, or alcohol – as well as sharps, which include any device having rigid corners, edges, or protuberances capable of cutting or piercing. However, both types of waste are anticipated to be removed from the site by licensed waste treatment companies in accordance with California Health and Safety Code 117635 as well as California Health and Safety Code 117755. It is not anticipated, due to the nature of the allowable uses, that the future uses would be associated with industrial activities or disposal of hazardous materials in reportable quantities. Furthermore, all potentially hazardous materials would be used and stored in accordance with manufacturers' instructions and handled in compliance with federal, state, and local health and safety standards and regulations, including the Federal Resource Conservation and Recovery Act (RCRA), Title 49 of the Code of Federal Regulations (CFR), California Vehicle Code and the California Health and Safety Code. The RCRA establishes a framework for a national system of solid waste control, including hazard and nonhazardous waste and sets minimum federal criteria for the operation of waste landfills and ensures that hazardous waste is managed safely from the moment it is generated to its final disposal. Title 49 of the CFR and Section 9 of the California Vehicle Code establishes guidelines for the safe transportation of hazardous materials, and Section 2550 of the California Health and Safety Code establishes the requirement of business and area plans as a part of a statewide environmental reporting system for the handling and release of hazardous materials. Compliance with these standards and regulations would ensure that the proposed project would not result in significant impacts to the public or environment from the routine transport, use, or disposal of hazardous materials. Impacts would be less than significant.

b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?

Less-than-Significant Impact. Project grading and other construction activities would require the use of equipment, which would use fuels (gasoline or diesel) and lubricants (oils and greases). These materials are considered hazardous as they could cause temporary localized soil and water contamination. Incidents of spills or other localized contamination may occur during refueling, operation of machinery, undetected fluid leaks, or mechanical failure. In addition, construction of the proposed project would use paints, solvents, and other materials, such as wood and cement sealers, which are not considered acutely hazardous. However, all storage, handling, and disposal

of these materials are regulated by DTSC, USEPA, and the LACFD. All construction activities involving the transportation, usage and disposal of hazardous materials would be subject to all applicable federal, state, and local requirements. Consequently, the potential for a significant release involving these materials is relatively low. With compliance of these regulations, hazardous material impacts related to construction activities, and the impacts related to accidental releases of hazardous materials would be less than significant.

During operation, the project could potentially involve the use and storage of ordinary household or general commercial cleaners, solvents, pesticides for landscaping, petroleum products, and other substances utilized for cleaning and maintenance of office facilities. These types of chemicals are not considered acutely hazardous, and would be used in limited quantities. It is not anticipated, due to the nature of the allowable uses, that the future uses would be associated with industrial activities or disposal of hazardous materials in reportable quantities. Furthermore, all potentially hazardous materials would be used and stored in accordance with manufacturers' instructions and handled in compliance with federal, state, and local health and safety standards and regulations, including the Federal RCRA, Title 49 of the CFR, California Vehicle Code and the California Health and Safety Code. The RCRA establishes a framework for a national system of solid waste control, including hazard and nonhazardous waste and sets minimum federal criteria for the operation of waste landfills and ensures that hazardous waste is managed safely from the moment it is generated to its final disposal. CFR Title 49 and California Vehicle Code Section 9 establishes guidelines for the safe transportation of hazardous materials, and Section 2550 of the California Health and Safety Code establishes the requirement of business and area plans as a part of a statewide environmental reporting system for the handling and release of hazardous materials. Compliance with these standards and regulations would ensure that the proposed project would not result in significant impacts to the public or environment from accidental release of hazardous materials. Impacts would be less than significant.

c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?

No Impact. Straight Way School is the nearest school to the project site, located approximately 0.5-mile south at 1912 W Merced Avenue, West Covina. The next nearest schools are Happy Campers Leaning Center, located approximately 0.6 mile west at 14035 Francisquito Avenue, and Foster Elementary School, located 0.65 mile northwest of the project site at 13900 Foster Avenue. As described above under Section IX.a, the project would involve the temporary use of potentially hazardous materials during construction; however, all such materials would be used and stored in accordance with all federal, state, and local standards and regulations for hazardous materials handling. During operation of the project, the types and amounts of hazardous materials that would be used in connection with the project would be typical of those used for office uses and would be used in limited quantities, and, thus, would not pose a risk to schools in the project vicinity. Compliance with all applicable federal, state, and local regulations would minimize the risk of hazardous material emissions or exposure to the nearby schools. The proposed project would not impact an existing or proposed school with the emissions or handling of hazardous or acutely hazardous materials, substances, or waste, and, therefore, there would be no impact.

d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?

Less-than-Significant Impact. California Government Code Section 65962.5 requires the compiling of lists of the following types of hazardous materials sites: hazardous waste facilities; hazardous waste discharges, for which the State Water Quality Control Board has issued certain types of orders; public drinking water wells containing detectable levels of organic contaminants; underground storage tanks with reported unauthorized releases; and solid waste disposal facilities, from which hazardous waste has migrated.

A Phase I Environmental Site Assessment (ESA) was conducted for the project site in March 2014 (Appendix C). Based on a review of the DTSC EnviroStor database, there are no hazardous sites listed within the project site (DTSC 2017). However, the project site is mapped in the area of a National Priorities List (NPL) site, San Gabriel Valley Area 2. Area 2 is one of eight Operable Units (OUs) identified by USEPA for the San Gabriel Valley Superfund Sites and is also known as San Gabriel Valley Superfund Site Area 2. Located in eastern Los Angeles County and covering 10 square miles, the Baldwin Park OU includes portions of the cities of Azusa, Irwindale, Baldwin Park and West Covina. The area of groundwater contamination is more than 8 miles long and 1-mile wide, reflecting multiple, commingled groundwater contaminant plumes. Groundwater contamination extends from the water table (150 to 350 feet deep) to depths of up to 1,000 feet below ground. The primary contaminants in groundwater are trichloroethene (TCE), tetrachloroethene (PCE), carbon tetrachloride, perchlorate, n-nitrosodimethylamine (NDMA), and 1,4-dioxane (DTSC 2017). Corrective action and monitoring activities with respect to San Gabriel Valley Superfund Site are ongoing under the regulatory oversight. According to the Phase 1 ESA, the existing area-wide groundwater contamination emanating from San Gabriel Valley Superfund Program is not considered a direct threat to future uses on the project site, as complete exposure pathways are not expected such as ingestion, dermal contact, or inhalation risk. Therefore, the existing environmental conditions do not pose a significant environmental risk. Given the project site is not included on a list of hazardous materials sites and would not create a significant hazard to the public or the environment, impacts would be less than significant.

e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?

No Impact. The nearest public-use airports to the project site are the San Gabriel Valley Airport, located approximately 4.25 miles northwest of the project site, and Brackett Field Airport, located approximately 9.8 miles east of the site. According to the Los Angeles County Airport Influence Area Map, the proposed project is not within the airport influence area (Los Angeles County 2017). Therefore, the project would not result in a safety hazard for people residing or working in the project, and no impacts would occur.

f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

Less-than-Significant Impact. The Baldwin Park General Plan Public Safety Element (City of Baldwin Park 2002) and the Baldwin Park Emergency Preparedness Plan outline emergency response actions in the event of a hazardous materials emergency. The proposed project is not anticipated to result in significant impacts to emergency response or emergency evacuation plans. The closest evacuation route to the project site is along Puente Avenue. Development onsite would be subject to all applicable City ordinances and design requirements, as well as review by local police and fire protection authorities, prior to project approval, to ensure that emergency access can be adequately maintained and/or provided. No offsite roadway improvements are proposed that would interfere with emergency access, response times, or impede circulation of emergency vehicles on surrounding roadways. Therefore, the proposed project would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan and impacts would be less than significant.

g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires?

No Impact. The project site is located in an urbanized area and is currently developed with two foundational pads. The project site is not located within a City-designated Very High Fire Hazard Severity Zone, and no wildlands are present in the surrounding area (CAL FIRE 2011). Therefore, the proposed project would not expose people or structures to a significant risk of loss, injury or death as a result of wildland fires and no impacts would occur.

3.2.10 Hydrology and Water Quality

Issues (and Supporting Information Sources)		*Potentially Significant Impact*	*Less than Significant with Mitigation Incorporated*	*Less than Significant Impact*	*No Impact*
X.	**HYDROLOGY AND WATER QUALITY** — Would the project:				
a)	Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	☐	☐	☒	☐
b)	Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	☐	☐	☒	☐
c)	Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:				
	i) result in substantial erosion or siltation on- or off-site;	☐	☐	☒	☐
	ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite;	☐	☐	☒	☐
	iii) create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or	☐	☐	☒	☐
	iv) impede or redirect flood flows?	☐	☐	☐	☒
d)	In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	☐	☐	☐	☒
e)	Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	☐	☐	☒	☐

Discussion

Would the project:

a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?

Less-than-Significant Impact. Construction activities could expose bare sediment and construction-related chemicals onsite (e.g., vehicle fuel) to runoff, which would degrade runoff water quality and the quality of any receiving waters to which it discharges. Project construction would disturb greater than an acre of ground surface, and would be required to comply with the Construction General Permit, which includes the preparation of a SWPPP. The SWPPP would include erosion control, sediment control, waste management, and good housekeeping BMPs designed to both prevent runoff contact with sediment and other pollutants as well as to contain any polluted runoff onsite, avoiding impacts to water quality. These BMPs would either retain all runoff onsite or treat runoff prior to its release offsite, thereby reducing potential impacts to water quality or waste discharge requirements. Compliance with the Construction General Permit would minimize impacts to water quality during construction and operation, and impacts would be less than significant.

b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?

Less-than-Significant Impact. The proposed project would not require the use of groundwater during project construction or operation. The project site is currently supplied water by the San Gabriel Valley Water Company, and the proposed uses would continue to be supplied water from this purveyor during its operation. Therefore, impacts to groundwater supplies would be less than significant.

c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surface, in a manner which would:

i) Result in substantial erosion or siltation on- or off-site?

Less-than-Significant Impact. The introduction of the proposed building, surface and subterranean parking, and access driveways to the project site would alter the existing drainage pattern of the site. However, once constructed, the area would be paved, which would prevent erosion or siltation. Additionally, no stream or river courses exist within the site vicinity that could be affected by the proposed action. Therefore, impacts on existing drainage patterns associated with erosion, siltation, and flooding would be less than significant.

ii) Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite?

Less-than-Significant Impact. The introduction of the proposed building, surface and subterranean parking, and access driveways to the project site would alter the existing drainage pattern of the site. However, once constructed, the area would be paved and a stormwater system would be constructed, which would prevent onsite and offsite flooding. Runoff from the project site would be accommodated by the existing storm drain or sanitary sewer system. Additionally, no stream or river courses exist within the site vicinity that could be affected by the proposed project. Therefore, impacts on existing drainage patterns associated with flooding would be less than significant.

iii) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?

Less-than-Significant Impact. The site currently drains to the City's subsurface storm drain system. Construction is not expected to require a substantial amount of water that would overwhelm existing storm drains. The project would not substantially change the amount of impervious surfaces onsite and thus, would not substantially increase onsite runoff. Furthermore, a stormwater drainage system would be constructed as a part of the proposed project. Therefore, the existing stormwater drainage system is expected to accommodate anticipated runoff generated during project operation, and impacts would be less than significant.

iv) Impede or redirect flood flows?

No Impact. The proposed project site is not located within a 100-year flood zone (FEMA 2017). Therefore, no impact related to impeding or redirecting flood flows would occur.

d) In flood hazard, tsunami, or seiche zones, risk or release of pollutants due to project inundation?

No Impact. The following discussion provides a brief discussion on each issue area:

- **Flood.** Refer to Section X.c.iv. above.
- **Tsunami.** The project site is located approximately 32 miles inland from the Pacific Ocean, and not located within a County-identified tsunami inundation zone (Los Angeles County 2014). Therefore, no impact related to tsunami inundation would occur.
- **Seiche.** A seiche is a surface wave created when an inland water body is shaken, usually by an earthquake. The closest inland water body is the Santa Fe Dam located approximately 2.5 miles north of the project site; therefore, the project site is not adjacent to any open water body such that it could be affected by a seiche, and no impact would occur.
- **Mudflow.** A mudflow is a landslide composed of saturated rock debris and soil with a consistency of wet cement. The project site is relatively flat and not located within a State-identified landslide hazard area (CDOC 1998). Therefore, no impact would occur.

e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?

Less-than-Significant Impact. A significant impact would occur if the proposed project discharges water that does not meet the quality standards of agencies that regulate surface water quality and water discharge into storm water drainage systems, or does not comply with all applicable regulations as governed by the Regional Water Quality Control Board. The applicant would be required to comply with the City's local procedures to control storm water runoff to prevent violations of regional water quality standards, in accordance with its permit obligations under the citywide municipal storm water permit program, a component of the NPDES program of the federal Clean Water Act. New project proposals will be required to comply with Chapter 52 of the Municipal Code, which contains regulations to meet federal and State water quality requirements related to storm water runoff. General Plan Open Space and Conservation Policy 5.4 requires the continued enforcement of municipal NPDES Permit to protect and improve the quality of local and regional groundwater resources available to the City, specifically within the San Gabriel River watershed (City of Baldwin Park, 2016). Impacts would be less than significant with the enforcement of these permit requirements.

3.2.11 Land Use and Planning

Issues (and Supporting Information Sources)		Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
XI.	**LAND USE AND PLANNING** — Would the project:				
a)	Physically divide an established community?	☐	☐	☐	☒
b)	Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	☐	☐	☐	☒

Discussion

Would the project:

a) Physically divide an established community?

No Impact. The proposed project would develop a medical office building and associated above- and below-ground parking. The project site is directly adjacent to I-10 to the north, and surrounded by commercial uses to the west and east, and residential uses to the south. Development of the proposed project would continue the existing commercial uses in the area and would not physically divide an established community. Therefore, impacts would be less than significant.

b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?

No Impact. According to the City of Baldwin Park General Plan, the project site has a land use designation of General Commercial and zoning code designation of Freeway Commercial. The proposed project would not constrain or change the existing land uses within the project site and would replace the existing vacant lot with commercial uses. The project site has historically been used as a commercial use. Thus, there would be no change in land use and no impacts related to conflicts with applicable land use plans, policies, or regulations related to avoiding or mitigating an environmental effect would occur.

3.2.12 Mineral Resources

Issues (and Supporting Information Sources)		*Potentially Significant Impact*	*Less than Significant with Mitigation Incorporated*	*Less than Significant Impact*	*No Impact*
XII.	**MINERAL RESOURCES** — Would the project:				
a)	Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	☒	☐	☒	☐
b)	Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?	☐	☐	☒	☐

Discussion

Would the project:

a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?

Less-than-Significant Impact. The project site is located in the City of Baldwin Park in an urbanized area, on a developed parcel with surrounding residential and commercial uses. According to the Los Angeles County Conservation and Natural Resources Element and the California Department of Conservation, the project site is in Mineral Resource Zone 2 (MRZ-2), as identified in Figure 9.6, Mineral Resources (Los Angeles County 2015), and the CDC Mineral Lands Classification Map (CDC 1982). MRZ-2 is identified as the Irwindale Production Area; however, no mineral extraction or other mining operations have historically or currently occur within the project site or in the immediate vicinity of the project site. Additionally, the proposed project would not result in the loss of availability of any known mineral resource. Therefore, impacts would be less than significant.

b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?

Less-than-Significant Impact. As described under Section XII.a, the project site is in MRZ-2 as identified by the Los Angeles County Conservation and Natural Resources Element and the California Department of Conservation. While the project is within an MRZ-2 zone, no mineral extraction or other mining operations have historically or currently occur within the project site, nor would the proposed project result in the loss of availability of any locally-important mineral resource. Therefore, impacts would be less than significant.

3.2.13 Noise

Issues (and Supporting Information Sources)		Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
XIII.	**NOISE** — Would the project result in:				
a)	Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	☐	☐	☒	☐
b)	Generation of excessive groundborne vibration or groundborne noise levels?	☐	☒	☐	☐
c)	For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	☒

Discussion

Would the project:

a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?

Less-than-Significant Impact. Construction and operation of the proposed project would not expose persons to, or generation of, noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies.

Noise Principles and Descriptors

Sound can be described as the mechanical energy of a vibrating object transmitted by pressure waves through a liquid or gaseous medium (e.g., air). Noise is generally defined as unwanted sound (i.e., loud, unexpected, or annoying sound). Acoustics is defined as the physics of sound. In acoustics, the fundamental scientific model consists of a sound (or noise) source, a receiver, and the propagation path between the two. The loudness of the noise source and obstructions or atmospheric factors affecting the propagation path to the receiver determines the sound level and characteristics of the noise perceived by the receiver. Acoustics addresses primarily the propagation and control of sound (M. David Egan 1998).

Sound, traveling in the form of waves from a source, exerts a sound pressure level (referred to as sound level) that is measured in decibels (dB), which is the standard unit of sound amplitude measurement. The dB scale is a logarithmic scale (i.e., not linear) that describes the physical intensity of the pressure vibrations that make up any sound, with 0 dB corresponding roughly to the threshold of human hearing and 120 to 140 dB corresponding to the threshold of pain. In a non-controlled environment, a change in sound level of 3 dB is considered "just perceptible," a change in sound level of 5 dB is considered "clearly noticeable," and a change in 10 dB is perceived as a doubling of sound volume (Bies & Hansen 1988). Pressure waves traveling through air exert a force registered by the human ear as sound (M. David Egan 1998).

The typical human ear is not equally sensitive to all frequencies of the audible sound spectrum. As a consequence, when assessing potential noise impacts, sound is measured using an electronic filter that deemphasizes the frequencies below 1,000 hertz (Hz) and above 5,000 Hz in a manner corresponding to the human ear's decreased sensitivity to extremely low and extremely high frequencies. This method of frequency weighting is referred to as A-weighting and is expressed in units of A-weighted decibels (dBA). A-weighting follows an international standard methodology of frequency de-emphasis and is typically applied to community noise measurements (M. David Egan 1998).

An individual's noise exposure is a measure of noise over a period of time, whereas a noise level is a measure of noise at a given instant in time. Community noise varies continuously over a period of time with respect to the contributing sound sources of the community noise environment. Community noise is primarily the product of many distant noise sources, which constitute a relatively stable background noise exposure, with the individual contributors unidentifiable. The background noise level changes throughout a typical day, but does so gradually, corresponding with the addition and subtraction of distant noise sources such as traffic. What makes community noise variable throughout a day, besides the slowly changing background noise, is the addition of short-duration, single-event noise sources (e.g., aircraft flyovers, motor vehicles, sirens), which are readily identifiable to the individual. These successive additions of sound to the community noise environment change the community noise level from instant to instant, requiring the measurement of noise exposure over a period of time to legitimately characterize a community noise environment and evaluate cumulative noise impacts (Caltrans 2013, Section 2.2.2.1).

The time-varying characteristic of environmental noise over specified periods of time is described using statistical noise descriptors in terms of a single numerical value, expressed as dBA. The most frequently used noise descriptors are summarized below (Caltrans 2013, Section 2.2.2.2):

L_{eq}: The L_{eq}, or equivalent sound level, is used to describe the noise level over a specified period of time, typically 1-hour, i.e., $L_{eq(1)}$, expressed as L_{eq}. The L_{eq} may also be referred to as the "average" sound level.

L_{max}: The maximum, instantaneous noise level.

L_{min}: The minimum, instantaneous noise level.

L_x: The noise level exceeded for specified percentage (x) over a specified time period; i.e., L_{50} and L_{90} represent the noise levels that are exceeded 50 90 percent of the time specified, respectively.

L_{dn}: The L_{dn} is the average noise level over a 24-hour day, including an addition of 10 dBA to the measured hourly noise levels between the hours of 10:00 p.m. to 7:00 a.m. to account nighttime noise sensitivity. L_{dn} is also termed the day-night average noise level or DNL.

CNEL: Community Noise Equivalent Level (CNEL), is the average noise level over a 24-hour day that includes an addition of 5 dBA to the measured hourly noise levels between the evening hours of 7:00 p.m. to 10:00 p.m. and an addition of 10 dBA to the measured hourly noise levels between the nighttime hours of 10:00 p.m. to 7:00 a.m. to account

for noise sensitivity during the evening and nighttime hours, respectively. CNEL and L_{dn} noise levels typically differ by less than 1 dBA and are generally interchangeable.

City of Baldwin Park Municipal Code

BPMC Chapter 130 details the City's approach to noise control and standards. Section 130.34 of BPMC sets standards for acceptable exterior noise levels. The standards for exterior noise levels are summarized in **Table 10, City of Baldwin Park Exterior Noise Level Standards**.

TABLE 10
CITY OF BALDWIN PARK EXTERIOR NOISE LEVEL STANDARDS

Zone	Daytime (dBA L_{eq}) 7:00 a.m. to 10:00 p.m.	Nighttime (dBA L_{eq}) 10:00 p.m. to 7:00 a.m.
Low-Density Single-Family Residential and Single-Family Residential	55	45
Garden Multi-Family Residential and High-Density Multi-Family Residential	60	55
Commercial	65	60
Industrial	70	70

NOTES:

[a] At the boundary line between a residential property and a commercial and manufacturing property, the noise level of the quieter zone shall be used.

[b] Corrections to noise limits: The numerical limits given above shall be adjusted by the following corrections, where appropriate:
1. Repetitive impulsive noise, pure tones and sound with cyclically varying amplitude: -5 dB
2. Steady whine, screech or hum: -5 dB
3. Noise occurring more than 5 but less than 15 minutes per hour: +12 dB
4. Noise occurring more than 1 but less than 5 minutes per hour: +5 dB
5. Noise occurring less than 1 minute per hour: +7

SOURCE: BPMC, Section 130.34.

BPMC Section 130.37(E) addresses noise standards for construction activities within a residential zone, or within a radius of 500 feet therefrom. It is unlawful for any person to operate equipment or perform any outside construction or repair work on buildings, structures, or projects or to operate any pile driver, power shovel, pneumatic hammer, derrick, power hoist, or any other construction type device (between the hours of 7:00 p.m. of one day and 7:00 a.m. of the next day) in such a manner that a reasonable person of normal sensitiveness residing in the area is caused discomfort or annoyance unless beforehand a permit therefor has been duly obtained from the Department of Public Works. BPMC Section 130.37(I) prohibits to operate any machinery, equipment, pump, fan, air conditioning apparatus, or similar mechanical device (between the hour of 10:00 p.m. of one day and 7:00 a.m. of the following day), use of which attended by loud or unusual noises.

BPMC Section 130.37 states that machinery, equipment, fans, and air conditioning units are prohibited from operating between 10:00 p.m. of one day and 7:00 a.m. of the following day if the noise source is loud or unusual.

City of West Covina Municipal Code

The City of West Covina Municipal Code (WCMC) Chapter 15, Article IV, Noise Regulations details the City's approach to noise control and standards.

Sec. 15-85. Loud, unnecessary noises prohibited generally.

Notwithstanding any other provision of this article, it shall be unlawful for any person to willfully make or continue or cause to be made or continued, any loud, unnecessary or unusual noise which unreasonably disturbs the peace and quiet of any residential neighborhood or which causes discomfort or annoyance to any reasonable person of normal sensitiveness residing in the area. If the noise which is being created causes the noise level at the property line to exceed the ambient noise level by more than 5 dBA L_{eq}, it shall be presumed that the noise being created is in violation of the provisions of this section.

Sec. 15-95. Construction and building projects.

(a) Regulation. Between the hours of 8:00 p.m. of one day and 7:00 a.m. of the next day, it shall be unlawful for any person within a residential zone, or within a radius of 500 feet therefrom, to operate equipment or perform any outside construction or repair work on buildings, structures, or projects or to operate any pile driver, steam shovel, pneumatic hammer, derrick, steam or electric hoist, or other construction type device in such manner as to create any noise which causes the noise level at the property line to exceed the ambient noise level by more than 5 dBA L_{eq} unless a permit therefor has been duly obtained in accordance with paragraph (b) of this section.

(b) Permit procedure. A permit may be issued authorizing noises prohibited by this section whenever it is found that the public interest will be served thereby. Applications for permits shall be in writing, shall be accompanied by an application fee in the amount of five dollars ($5.00), and shall set forth in detail facts showing that the public interest will be served by the issuance of such permit. Applications shall be made to the building director; provided, however, that, with respect to work upon or involving the use of a public street, alley, building, or other public place under the jurisdiction of the engineering department, applications shall be made to the city engineer. Anyone dissatisfied with the denial of a permit may appeal to the council.

(c) Unloading and Loading. Between the hours of 8:00 p.m. of one day and 6:00 a.m. of the next day, it shall be unlawful for any person within the radius of 500 feet of generally occupied residences to unload, load or otherwise perform duties preparatory to the commencement of construction or repair work on buildings or structures. Generally occupied residences shall include, but not be limited to, areas in which there is a reasonable probability of occupancy within the area.

Thresholds of Significance

The BPMC and WCMC regulate exterior noise levels. Therefore, the project would result in a significant noise impact if:

- Project construction activities occur between the hours of 8:00 p.m. and 7:00 a.m. any day of the week;
- Project construction activities exceed the ambient noise levels by 10 dBA or more at a noise-sensitive use
- Project operational noise sources exceed 55 dBA L_{eq} for single family uses, 60 dBA L_{eq} for multiple family uses, and 65 dBA L_{eq} for commercial uses for noise sensitive receptors located in the City of Baldwin Park.

- Project operational noise sources exceed the ambient noise levels by more than 5 dBA L_{eq} for noise sensitive receptors located in the City of West Covina.

BPMC and WCMC do not include a significance threshold to assess construction noise impacts between hours of 8:00 p.m. of one day and 7:00 a.m. of the next day. Therefore, a noise threshold utilizing the OSHA agency limits of noise exposure is used for construction activities between hours of 8:00 p.m. of one day and 7:00 a.m. of the next day. Identifying a significance threshold using an OSHA standard is considered conservative. The OSHA standard is limiting noise exposure of workers to 90 dB or less over eight continuous hours, or 105 dB or less over one continuous hour.[3] For the purpose of analyzing potential noise impacts using the OSHA established noise thresholds, on-site construction noise levels that could expose residents or workers to more than 90 dB for over eight continuous hours, or more than 105 dB for over one continuous hour are considered a significant noise impact.

A substantial increase in ambient noise levels are defined as follows:

- Project construction activities expose residents or workers to more than 90 dBA for over eight continuous hours, or more than 105 dB for over one continuous hour.

With respect to the community noise assessment, changes in noise levels of less than 3 dBA are generally not discernable to most people, while changes greater than 5 dBA are readily noticeable and would be considered a significant increase. Therefore, the significance threshold for mobile source noise is based on human perceptibility to changes in noise levels (increases) with consideration of existing ambient noise conditions.

- Project-related off-site traffic increase ambient noise levels by 5 dBA CNEL or more along roadway segments with sensitive receptors.

Existing Conditions

The project site is located on 4614-14622 Dalewood Street on an approximately 2-acre site in the City of Baldwin Park. The City of West Covina borders the project site to the south. The project site is roughly bounded by Dalewood Street to the north, Garden View Lane to the west, South Ardilla Avenue to the south, and West Merced Avenue to the east. A residential neighborhood in the City of West Covina is located directly south, adjacent to the project site. The following residential uses are located in vicinity of the project site:

- **North:** Motel 6 is located beyond I-10 freeway approximately 450 feet from the project.
- **West:** A one-story skilled nursing facility borders the project site to the southwest. Low-density, one-story residential uses are west of these facilities.
- **South:** A low-density, one-story residential neighborhood borders the project site to the south and is located in the City of West Covina.

[3] California Occupational Safety and Health Administration (OSHA) requirements, 2017.

Figure 17, Noise Measurement Locations, illustrates locations of noise measurements taken near the project site. The results of ambient sound measurements taken to establish the existing environmental setting are summarized in **Table 11, Summary of Ambient Noise Measurements**. As shown in Table 11, the measured noise levels ranged from 52 dBA L_{eq} at noise sensitive receptor location R2 to 61 dBA L_{eq} at noise sensitive receptor location R4. Monitoring demonstrated that the primary source of noise in the immediate area of the project was traffic along Dalewood Street, W. Garvey Avenue, Garden View Lane, Ardilla Avenue, and I-10 Freeway.

TABLE 11
SUMMARY OF AMBIENT NOISE MEASUREMENTS

Site ID	Monitoring Date(s)	Start Time	End Time	Daytime dBA L_{eq}
R1	10/5/2017	9:54 a.m.	10:09 a.m.	54
R2	10/5/2017	10:34 a.m.	10:49 a.m.	52
R3	10/5/2017	9:34 a.m.	9:49 a.m.	56
R4	10/5/2017	9:18 a.m.	9:33 a.m.	61

SOURCE: ESA 2017.

Construction

Project construction would take place for approximately 17 months, and is tentatively scheduled to begin August 2019 and end January 2021. In general, construction activities would occur between 7:00 a.m. and 6:00 p.m., every day except on federal holidays. Construction of the proposed project would require the use of heavy equipment during the demolition, excavation, grading, foundation, and building construction activities at the project site. During each stage of project construction, there would be a different number and mix of equipment operating. As such, construction activity noise levels at and near the project site would fluctuate depending on the particular type, number, and duration of use of the various pieces of construction equipment. Individual pieces of construction equipment anticipated to be used during project construction could produce maximum noise levels of 75 dBA to 90 dBA at a reference distance of 50 feet from the noise source, as shown in **Table 12, Construction Equipment and Estimated Noise Levels**. These maximum noise levels would occur when equipment is operating under full power conditions. The estimated usage factor for the equipment is also shown in Table 12. The usage factors are based on the Federal Highway Administration (FHWA) Roadway Construction Noise Model User's Guide (FHWA 2006).

SOURCE: NAIP, 2016.

Park Palazzo Project

Figure 17
Noise Measurement Locations

ESA

TABLE 12
CONSTRUCTION EQUIPMENT AND ESTIMATED NOISE LEVELS

Type of Equipment	Estimated Usage Factor (%)	Reference Noise Level at 50 feet (dBA, L_{max})
Air Compressor	50%	78
Cement and Mortar Mixer	40%	79
Compactor	20%	83
Concrete Saw	20%	90
Crane	40%	81
Dozer	40%	82
Forklift	10%	75
Other Equipment	50%	85
Pump	50%	85
Surfacing Equipment	50%	81
Tractor / Loader / Backhoe	25%	80

SOURCE: FHWA 2006; ESA 2017.

To more accurately characterize construction-period noise levels, the average (Hourly L_{eq}) noise level associated with each construction phase is estimated based on the quantity, type, and usage factors for each type of equipment used during each construction phase and are typically attributable to multiple pieces of equipment operating simultaneously.

Over the course of a construction day, the highest noise levels would be generated when multiple pieces of construction equipment are operated concurrently. The project's estimated construction noise levels were calculated for a scenario in which a reasonable number of construction equipment was assumed to be operating simultaneously, given the physical size of the site and logistical limitations, and with the loudest equipment located at the construction area nearest to the affected sensitive receptors to present a conservative impact analysis. This is considered a worst-case evaluation as the project would typically use fewer overall equipment simultaneously at any given time, and as such would likely generate lower noise levels than reported herein. **Table 13, Estimated Construction Noise Levels at Sensitive Receptors**, presents the estimated total noise level for the combined project construction equipment.

TABLE 13
ESTIMATED CONSTRUCTION NOISE LEVELS AT SENSITIVE RECEPTORS

Location	Distance from Closest Edge of Construction Activity to Noise Receptor (ft.)[a]	Construction Phase	Estimated Maximum Construction Noise Levels (dBA L_{eq})
Nursing Facility west of the project along Garden View Lane (R1)	5	Demolition	93
		Site Preparation	90
		Grading/Excavation	89
		Drainage/Utilities	92
		Foundation/Building Construction (overlapping phases)	(91/92) 95
		Paving	93
		Architectural Coating	90
		Finishes	95
Single-family residential uses immediate south of the project along Ardilla Avenue (R2)	5	Demolition	93
		Site Preparation	90
		Grading/Excavation	89
		Drainage/Utilities	92
		Foundation/Building Construction (overlapping phases)	(91/92) 95
		Paving	93
		Architectural Coating	90
		Finishes	95
Single-Family Residences west of the project along Garden View Lane (R3)	180	Demolition	61
		Site Preparation	62
		Grading/Excavation	60
		Drainage/Utilities	58
		Foundation/Building Construction (overlapping phases)	(63/63) 65
		Paving	62
		Architectural Coating	54
		Finishes	59
Single-Family Residences west of the project along Halinor Avenue (R4)	380	Demolition	60
		Site Preparation	61
		Grading/Excavation	59
		Drainage/Utilities	56
		Foundation/Building Construction (overlapping phases)	(62/61) 64
		Paving	61
		Architectural Coating	51
		Finishes	56

NOTE:

[a] The distance represents the nearest construction on the project area to the property line of the offsite receptor.

SOURCE: ESA 2017.

The estimated noise levels represent a conservative worst-case noise scenario where the construction activities are analyzed with several of the equipment simultaneously in use along the perimeter of the construction area, whereas construction typically would involve equipment in use throughout the project site maintaining safe equipment operating distances, and resulting in most equipment in use further away from noise-sensitive receptors. As discussed above, the noise threshold utilizing the OSHA standard limits of noise exposure is being used. This standard is 90

dB or less over eight continuous hours, or 105 dB or less over one continuous hour. As shown in Table 13, Estimated Construction Noise Levels at Sensitive Receptors, the estimated maximum short-term construction noise level at adjacent noise sensitive receptors from the project construction activities would be up to approximately 95 dBA. However, the construction activities would occur intermittently throughout the project during the day and construction noise levels of approximately 95 dBA would not occur over eight continuous hours. Further, the existing 6-foot wall located along the western and southern property boundaries adjacent the nursing facility and residential uses would provide a reduction in construction. Therefore, construction noise impacts would be less than significant.

Off-Site Construction Activities

During all phases of construction, there would be approximately 7 haul truck trips and 10 workers' trips per day between the hours of 7:00 a.m. and 6:00 p.m. from Monday through Friday during the demolition phase. The grading and excavation phase would require 16 haul truck trips and eight worker trips per day between the same hours. Based on the project's Traffic Impact Analysis, these trucks would exit the project site on Dalewood Street and head eastbound on the Interstate 10 freeway entrance located directly across from the site. Noise associated with construction truck trips were estimated using the FHWA Traffic Noise Model (TNM) Version 2.5 method described in FHWA Traffic Noise Model Technical Manual (FHWA 1998) and based on the maximum number of truck trips in a day. The results of the analysis indicate that the project truck trips would generate noise levels of approximately 51.5 dBA L_{eq} along Dalewood Street. As shown in **Table 14, Estimated Existing Traffic Noise Levels**, the existing noise levels along the anticipated haul route are 67.6 dBA along Dalewood Street.

Based on the standard logarithmic addition of noise levels using the dBA scale, construction traffic noise levels generated by truck trips would increase traffic noise levels by 0.1 dBA along Dalewood Street. Additionally, the construction truck trips are temporary in nature and would only take place for 13 months after which the project would cease to have any significant lasting noise impact on the surrounding areas. Therefore, off-site construction traffic noise impacts would be less than significant.

Construction activities associated with the project would not expose persons to, or generate noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies. Therefore, onsite construction impacts would be less than significant, and no mitigation measures would be required.

Operation

Vehicle trips attributed to operation of the project would increase the average daily traffic (ADT) volumes along the major thoroughfares within the project vicinity which was analyzed to determine if any traffic-related noise impacts would result from project implementation. The street segments selected for this analysis include residential land uses which are the most affected by traffic increases generated by the project. The FHWA TNM Version 2.5, based on the methodology described in the Technical Manual, was used to predict the noise levels due to vehicular traffic. Noise calculation worksheets can be found in Appendix D of this MND.

Existing roadway noise levels were calculated along arterial segments affected by project-related traffic. Roadway noise attributable to the project was calculated using the traffic noise model previously described and was compared to baseline noise levels that would occur under the "No Project" condition. Project impacts are shown in Table 14, Estimated Existing Traffic Noise Levels. As indicated, operation of the project would not result in a substantial increase in project-related traffic noise levels over existing traffic noise levels. The increase in noise level would be substantially less than the threshold of a 5 dBA increase. As a result, project-related traffic noise impacts would be less than significant.

TABLE 14
ESTIMATED EXISTING TRAFFIC NOISE LEVELS

	Calculated Traffic Noise Levels at 25 feet from Roadway (dBA CNEL)			
Roadway Segment	**Existing[a] (A)**	**Existing with Project[a] (B)**	**Project Increment (B - A)**	**Exceed Threshold?**
Francisquito Avenue & Puente Avenue	74.1	74.1	0.0	No
Dalewood Street & Puente Avenue	72.8	72.9	0.1	No
Garden View Lane & Dalewood Street	68.5	68.7	0.2	No
I-10 EB Ramps & Dalewood Street	70.9	71.2	0.3	No
Merced Avenue & Big Dalton Avenue	71.2	71.2	0.0	No
Merced Avenue & Puente Avenue	73.1	73.1	0.0	No
Merced Avenue & I-10 WB Ramps	70.6	70.7	0.1	No
Merced Avenue & Dalewood Street	68.8	68.9	0.1	No

SOURCE: ESA 2020.

Future roadway noise levels were calculated along arterial segments affected by project-related traffic. Roadway noise attributable to the project was calculated using the traffic noise model previously described and was compared to baseline noise levels that would occur under the "Future Without Project" condition. Project impacts are shown in **Table 15, Estimated Future Traffic Noise Levels**. As indicated, operation of the project would not result in a substantial increase in project-related traffic noise levels over future without project traffic noise levels. The increase in noise level would be substantially less than threshold of a 5 dBA increase. As a result, project-related traffic noise impacts would be less than significant.

TABLE 15
ESTIMATED FUTURE TRAFFIC NOISE LEVELS

Roadway Segment	Calculated Traffic Noise Levels at 25 feet from Roadway (dBA CNEL)			Exceed Threshold?
	Future[a] (A)	Future with Project[a] (B)	Project Increment (B–A)	
Francisquito Avenue & Puente Avenue	74.4	74.4	0.0	No
Dalewood Street & Puente Avenue	73.0	73.1	0.1	No
Garden View Lane & Dalewood Street	68.7	68.9	0.2	No
I-10 EB Ramps & Dalewood Street	71.1	71.4	0.3	No
Merced Avenue & Big Dalton Avenue	71.4	71.4	0.0	No
Merced Avenue & Puente Avenue	73.3	73.3	0.0	No
Merced Avenue & I-10 WB Ramps	70.8	70.8	0.0	No
Merced Avenue & Dalewood Street	69.0	69.0	0.0	No

SOURCE: ESA 2020.

The operation of mechanical equipment typical for developments like the project, such as, air conditioners, fans, generators, and related equipment may generate audible noise levels. However, mechanical equipment is typically located on rooftops or within buildings, and is shielded from nearby land uses to attenuate noise and avoid conflicts with adjacent uses. In addition, all mechanical equipment would be limited to operation between the hours of 7:00 a.m. and 10:00 p.m. provided that the mechanical equipment causes loud or unusual noises as stated in Section 130.37 of the BPMC. The project would install mechanical equipment that would generate characteristic noise levels for the type of equipment, consistent with applicable regulatory requirements. Therefore, operation of mechanical equipment would not exceed the City's thresholds of significance, and impacts would be less than significant.

Lastly, the project would include approximately 21 parking spaces in a below-grade parking structure. Surface parking totaling 200 spaces would be constructed surrounding the building. The peak hour trips generated by the project would generate noise levels of 46 dBA L_{eq} at the entrance to the site parking lot. This noise level is below the ambient threshold of 55 dBA for residential uses and levels would be even lower at nearby residences and, therefore, would not exceed the threshold. As such, impacts would be less than significant.

b) Generation of excessive groundborne vibration or groundborne noise levels?

Less-than-Significant Impact with Mitigation Incorporated. Construction activities could expose persons to excessive groundborne vibrations or noise levels; however, mitigation is provided to reduce the potential for groundborne vibrations and noise levels to less than significant. Operational activities of the proposed project would not expose persons to excessive groundborne vibration or groundborne noise levels.

Foundations of Vibration

Vibration can be interpreted as energy transmitted in waves through the ground or man-made structures, which generally dissipate with distance from the vibration source. Because energy is lost during the transfer of energy from one particle to another, vibration becomes less perceptible with increasing distance from the source.

As discussed in the California Department of Transportation's (Caltrans) Transportation and Construction Vibration Guidance Manual, operation of construction equipment generates groundborne vibration. Maintenance operations and traffic traveling on roadways can also be a source of such vibration. If amplitudes are high enough, ground vibration has the potential to cause cosmetic or structural damage to structures, or disrupt the operation of vibration-sensitive equipment such as electron microscopes and advanced technology production and research equipment. Ground vibration and groundborne noise can also be a source of annoyance to individuals who live or work close to vibration-generating activities.

In describing vibration in the ground and in structures, the motion of a particle (i.e., a point in or on the ground or structure) is used. The concepts of particle displacement, velocity, and acceleration are used to describe how the ground or structure responds to excitation. Although displacement is generally easier to understand than velocity or acceleration, it is rarely used to describe ground and structure borne vibration because most transducers used to measure vibration directly measure velocity or acceleration, not displacement. Accordingly, vibratory motion is commonly described by identifying the peak particle velocity (PPV).

California Vibration Standards

There are no state vibration standards. Moreover, according to the Caltrans Transportation and Construction Vibration Guidance Manual, there are no official Caltrans standards for vibration (Caltrans, 2013b). However, this manual provides guidelines that can be used as screening tools for assessing the potential for adverse vibration effects related to structural damage and human perception. The manual is meant to provide practical guidance to Caltrans engineers, planners, and consultants who must address vibration issues associated with the construction, operation, and maintenance of Caltrans projects. The vibration criteria established by Caltrans for assessing structural damage and human perception are shown in **Table 16, Caltrans Vibration Damage Threshold Criteria**, and **Table 17, Caltrans Vibration Annoyance Potential Criteria**, respectively.

TABLE 16
CALTRANS VIBRATION DAMAGE POTENTIAL THRESHOLD CRITERIA

Structure and Condition	Maximum PPV (in/sec)	
	Transient Sources	Continuous/Frequent Intermittent Sources
Extremely fragile historic buildings, ruins, ancient monuments	0.12	0.08
Fragile buildings	0.2	0.1
Historic and some old buildings	0.5	0.25
Older residential structures	0.5	0.3
New residential structures	1.0	0.5
Modern industrial/commercial buildings	2.0	0.5

NOTE: Transient sources create a single isolated vibration event, such as blasting or drop balls. Continuous/frequent intermittent sources include impact pile drivers, pogo-stick compactors, crack and-seat equipment, vibratory pile drivers, and vibratory compaction equipment.

SOURCE: Caltrans, 2013b.

TABLE 17
CALTRANS VIBRATION ANNOYANCE POTENTIAL CRITERIA

Structure and Condition	Maximum PPV (in/sec)	
	Transient Sources	Continuous/Frequent Intermittent Sources
Barely perceptible	0.04	0.01
Distinctly perceptible	0.25	0.04
Strongly perceptible	0.9	0.10
Severe	2.0	0.4

NOTE: Transient sources create a single isolated vibration event, such as blasting or drop balls. Continuous/frequent intermittent sources include impact pile drivers, pogo-stick compactors, crack and-seat equipment, vibratory pile drivers, and vibratory compaction equipment.

SOURCE: Caltrans, 2013b.

The CEQA Guidelines do not define the levels at which groundborne vibration or groundborne noises are considered "excessive." The City does not have a significance threshold to assess vibration impacts during construction. Additionally, there are no federal, state, or local vibration regulations or guidelines directly applicable to the project. However, the publication of the Caltrans Transportation and Construction Vibration Guidance Manual is one of the seminal works for the analysis of vibration relating to transportation and construction-induced vibration. The project is not subject to Caltrans regulations; nonetheless, these guidelines serve as a useful tool to evaluate vibration impacts. For the purpose of this analysis, the vibration criteria for structural damage and human annoyance established in the most recent Caltrans' Transportation and Construction Vibration Guidance Manual, which are shown previously in Table 16 and Table 17, respectively, are used to evaluate the potential vibration impacts of the Project on nearby sensitive receptors.

Given the nature of the Project, "excessive" groundborne vibration or noises that would occur at the Project Site would be those generated during project construction. Construction activities at the project site have the potential to generate low levels of groundborne vibration as the operation

of heavy equipment (i.e., dozer, excavators, backhoes, haul trucks, etc.) generates vibrations that propagate though the ground and diminish in intensity with distance from the source. The nearest offsite sensitive structures are located approximately 15 feet from construction activities.

Construction Vibration

Vibration impacts due to the construction activities would occur when a large machine would be operated near the fragile structures or vibration sensitive uses within a building. The FTA document includes vibration source levels for typical construction equipment. It should be noted that there would be no pile driving or blasting during project construction. **Table 18, Vibration Source Levels for Typical Construction Equipment**, presents typical construction equipment with vibration source levels.

TABLE 18
VIBRATION SOURCE LEVELS FOR CONSTRUCTION EQUIPMENT

	Approximate PPV (in/sec)				
Equipment	**25 Feet**	**50 Feet**	**60 Feet**	**75 Feet**	**100 Feet**
Large Bulldozer	0.089	0.031	0.024	0.017	0.011
Caisson Drilling	0.089	0.031	0.024	0.017	0.011
Loaded Trucks	0.076	0.027	0.020	0.015	0.010
Jackhammer	0.035	0.012	0.009	0.007	0.004
Small Bulldozer	0.003	0.001	0.0008	0.0006	0.0004

SOURCE: FTA, 2006.

Structure Damage

The nearest residential uses and nursing facility are located approximately 15 feet to the site from the project construction activities. Construction activities immediately adjacent to the property line would produce vibration velocities of up to approximately 0.19 inches per second PPV at those off-site residential and nursing facility structures when heavy construction equipment operates within approximately 15 feet from the residential and nursing facility structures. This value would not exceed the 0.5 inch per second PPV significance threshold for potential residential building damage. Therefore, impacts would be less than significant.

Human Annoyance

The vibration impact threshold for human annoyance at a residential structure would be 0.04 inches per second PPV. The residential and nursing facility structures that would be affected by construction activity would be located approximately 15 feet south and west of the project, respectively. The PPV value of a large bulldozer at 15 feet would be 0.19 inches per second PPV. Therefore, the impact of human annoyance could be potentially significant. However, per Mitigation Measure NOISE-1, the operation of construction equipment that generates high levels of vibration shall be prohibited within 45 feet of the existing residential and nursing facility structures located immediately south and west of the project, respectively. Instead, small construction equipment not exceeding 310 horsepower shall be used within this area during demolition, grading, and excavation operations. The use of smaller construction equipment would

result in vibration levels of 0.007 in/sec PPV at the residential buildings and nursing facility structures to the immediate south and west of the project, respectively, which would not exceed Caltrans' vibration criteria of 0.04 in/sec PPV for continuous/frequent intermittent vibration sources. Therefore, with implementation of Mitigation Measure NOISE-1, potentially significant construction vibration impacts would be reduced to a less-than-significant level.

Mitigation Measure:

> **NOISE-1:** The operation of construction equipment that generates high levels of vibration, such as large bulldozers and loaded trucks, shall be prohibited within 45 feet of existing residential and nursing facility structures located immediately south and west of the project, respectively. Instead, small construction equipment such as small bulldozers, small excavator, etc., not exceeding 310 horsepower shall be used within this area during demolition, grading, and excavation operations.

Operation Vibration

Project operations that would produce vibration include the proposed elevator system. In addition, the primary sources of transient vibration would include passenger vehicle circulation within the proposed parking structure. Ground-borne vibration generated by each of the above-mentioned activities would generate approximately up to 0.005 inches per second PPV adjacent to the project. The potential vibration levels from all project operational sources at the nearest existing sensitive receptor locations would be less than the significance threshold of 0.04 inches per second PPV for perceptibility. As such, vibration impacts associated with project operation would be below the significance threshold and impacts would be less than significant.

c) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?

No Impact. The project site is not located within a private airstrip, an airport land use plan, and it is not within two miles of a public airport or public use airport. The nearest private airstrip is Shepherd Field, located approximately 8 miles southwest of the project site, and was permanently closed in 2004 (California Hometown Locator 2017). The closest active private airstrip is Crystal Airport located approximately 70 miles north of the project site. According to the Los Angeles County Airport Influence Area Map, the proposed project is not within the airport influence area (Los Angeles County 2017). The nearest public-use airports to the project site are the San Gabriel Valley Airport, located approximately 4.25 miles northwest of the project site. Therefore, the project would expose people residing or working in the project area to excessive noise levels. No impact would occur.

3.2.14 Population and Housing

Issues (and Supporting Information Sources)	*Potentially Significant Impact*	*Less than Significant with Mitigation Incorporated*	*Less than Significant Impact*	*No Impact*
XIV. POPULATION AND HOUSING — Would the project:				
a) Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	☐	☐	☒	☐
b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒

Discussion

Would the project:

a) Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?

Less-than-Significant Impact. The project site is currently a vacant lot with two existing foundational pads. The proposed project would develop 59,766 sf of commercial uses, including office, medical-office, and retail uses, on an approximately 88,235 sf lot.

Construction workers would be required onsite during the 17-month construction period of the proposed project. Construction jobs are anticipated to be filled by residents in the local area, or by commuters within the larger Los Angeles Metropolitan Area. The number of construction workers would vary throughout the construction period, with the building construction phase generating the highest number of trips. It is estimated that during the construction period the number of workers that would be onsite would range from approximately 3 to 8 workers, with a peak of approximately 20 workers during building construction. However, construction workers typically remain on site only for the timeframe in which their specific skills are necessary to complete a particular phase of the construction process. As such, construction workers are not anticipated to relocate to the project area for a temporary construction assignment. Therefore, the proposed project would not result in a substantial population increase during construction and impacts would be less than significant.

Employment opportunities during operation of the proposed project are not anticipated to substantially increase the population or housing in the area, since the employees and patients of the proposed office, medical office, and retail uses would likely already live in or near the existing urbanized project area or consist of regional commuters. Further, indirect growth from extension of roads and infrastructure would not be anticipated, as the proposed project would not add any new roadways, and would be served by existing infrastructure with minor proposed upgrades and connections to accommodate the proposed project. Therefore, the proposed project would not introduce unplanned infrastructure that was not previously evaluated in the adopted in the General Plan. Therefore, the proposed project would not result in a substantial population increase during operation, and impacts would be less than significant.

b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?

No Impact. The project site is currently vacant, with the exception of two existing foundation pads, and is not developed with any residential uses. Therefore, the proposed project would not displace existing housing, and there would be no impact.

3.2.15 Public Services

Issues (and Supporting Information Sources)	*Potentially Significant Impact*	*Less than Significant with Mitigation Incorporated*	*Less than Significant Impact*	*No Impact*
XV. PUBLIC SERVICES —				
a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the following public services:				
i) Fire protection?	☐	☐	☒	☐
ii) Police protection?	☐	☐	☒	☐
iii) Schools?	☐	☐	☐	☒
iv) Parks?	☐	☐	☐	☒
v) Other public facilities?	☐	☐	☐	☒

Discussion

Would the project:

a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:

i) Fire protection?

Less-than-Significant Impact. Fire prevention and protection for the City of Baldwin Park are provided by the Los Angeles County Fire Department (LACFD). Currently one county fire department station operates in the City of Baldwin Park, and is located approximately 2.5 miles from the project site.

Construction

Construction of the proposed project could increase the potential for onsite fires from such sources as the operation of mechanical equipment, the use of flammable construction materials, or the careless disposal of cigarettes. However, implementation of "good housekeeping" procedures by the construction contractors and the work crews would minimize fire hazards associated with the construction of the proposed project. Such measures would be in effect during construction of the proposed project.

Construction activities could also have the potential to affect fire protection services, such as emergency vehicle response times, by adding construction traffic to the street network and by partial lane closures during street improvements, utility installations, and construction staging. However, these impacts would be less than significant, as the proposed project would implement a Congestion Management Program which would minimize the effects of construction on

vehicular traffic, including emergency vehicles, and assist in the orderly flow of vehicular circulation in the area of the project.

In summary, project construction would be temporary in nature and, thus, would not require additional fire protection and emergency services to the extent that there would be a need for new or expanded fire facilities in order to maintain acceptable service ratios, response times, or other performance objectives of the LACFD. Therefore, construction-related impacts to fire protection services would be less than significant.

Operation

The proposed project would include approximately 60,000 sf of office, medical office, and retail space in a six-story building. The proposed project would be served by the Los Angeles County Fire Department Station 29, located at 14334 Los Angeles Street approximately 1.5-miles north of the project site (LACFD 2019).

As required by the California Health and Safety Code, the proposed project would be required to comply with all requirements pertaining to fire protection systems, such as the adequate provisions of smoke alarms, fire extinguishers, building access, emergency response notification systems, and fire flows. With adherence to California Health and Safety Code, LACFD standards and regulations, the proposed project would install adequate fire protection systems and, thus, would not result in the need for new or physically altered governmental facilities, the construction of which could cause a significant environmental impact. Therefore, impacts to fire protection services would be less than significant.

ii) Police protection?

Less-than-Significant Impact. Primary police and law enforcement services are provided by the City of Baldwin Park Police Department (BPPD); supplemental services are provided by the Los Angeles County Sheriff and the California Highway Patrol (BPPD 2019). The closest station to the project site is the Baldwin Park Police Station located approximately 1.1 miles north of the project site at 14403 Pacific Avenue. The project is an infill site that has previously been used for commercial uses. Once constructed, the project would operate commercial uses that would introduce approximately 284 new employees at the project site. The increase of 284 employees on the project could incrementally increase the need for police protection services. However, given that this site was previously used for commercial uses, the increase in employees would not result in a need for new or expanded law enforcement facilities in order to provide adequate police protection services. Therefore, impacts to police protection services would be less than significant.

iii) Schools?

No Impact. The proposed project does not include a residential component, which would create housing or any other facility that would increase the local population that would require an increase of student at local schools. Therefore, no impact would occur.

iv) Parks?

No Impact. The proposed project would include the development of commercial medical office uses and surface and subterranean parking. The project would not introduce inhabitants to the project area that would require the use of parks or recreational facilities in the vicinity of the project site. Thus, no impact would occur.

v) Other public facilities?

No Impact. The proposed project would include the development of commercial medical office uses and surface and subterranean parking. The project would not introduce inhabitants to the project area that would require the use of library facilities in the vicinity of the project site. Thus, no impact would occur.

3.2.16 Recreation

Issues (and Supporting Information Sources)		*Potentially Significant Impact*	*Less than Significant with Mitigation Incorporated*	*Less than Significant Impact*	*No Impact*
XVI.	**RECREATION** —				
a)	Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	☐	☐	☐	☒
b)	Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	☐	☐	☐	☒

Discussion

Would the project:

a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?

No Impact. The project site is currently undeveloped, and does not contain existing recreational facilities; the closest recreational facility is Arts and Recreation Center approximately 2 miles north of the project site (City of Baldwin Park 2015). The proposed project would not develop any recreational uses. The proposed project would not result in a substantial increase in the City's or population since the employees and patients of the proposed offices, medical office, and retail uses would likely already live in or near the highly urbanized project area. Thus, the project would not result in an increase in use of neighborhood and regional parks such that substantial deterioration would occur. Therefore, no impact would occur.

b) Does the project include recreational facilities or require the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment?

No Impact. The proposed project would include the development of commercial medical office uses and surface and subterranean parking. The proposed project does not include the development of recreational facilities or require the construction or expansion of recreational facilities. Therefore, no impacts would occur.

3.2.17 Transportation

Issues (and Supporting Information Sources)		Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
XVII.	**TRANSPORTATION** — Would the project:				
a)	Conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?	☐	☐	☒	☐
b)	Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?	☐	☒	☐	☒
c)	Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☐	☐	☒
d)	Result in inadequate emergency access?	☐	☐	☐	☒

The discussion of potential impacts related to transportation and traffic is based on the *14622 Dalewood Street Project Traffic Impact Analysis* (TIA), prepared by Ganddini Group, Inc. in August 2020. The TIA is provided in Appendix E.

Discussion

a) Conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?

Less-than-Significant Impact. The TIA analyzed operational impacts to traffic in the study area. A summary of the analysis is provided below. A qualitative analysis of potential construction impacts based on the construction details stated above in Section 2, *Project Description*, is also provided below. Please note that the TIA analysis is focused on vehicle delay and level of service (LOS), which are transportation performance metrics that can no longer be used to determine the significance of a transportation impact (see discussion of Issue b). However, since this analysis was prepared prior to the shift from delay/LOS to vehicle miles traveled (VMT), the summary of the analysis presented below is provided for informational-purposes only. Any operational improvements identified in the TIA to address a deficiency attributed to the proposed project would be considered non-CEQA, and would be considered as part of the conditions of approval.

Operation

Existing Conditions

The study area selected for analysis extends to include Francisquito Avenue to the west, Merced Avenue to the east, Big Dalton Avenue to the north, and Garvey Avenue to the south. As shown below in **Table 19, Study Intersections**, the study area intersections are under the jurisdictions of the City of Baldwin Park, the City of West Covina, and the California Department of Transportation (Caltrans). Based on scoping discussions with City staff, a total of eight intersections were identified, including five signalized and three stop-controlled intersections.

A supplemental queuing analysis at the two study intersections that include freeway ramps (Intersection #4 and Intersection #7) was also conducted to determine whether the turn-lane storage lengths are adequate to accommodate vehicle queues for all study scenarios.

TABLE 19
STUDY INTERSECTIONS

Intersection	Traffic Control	Jurisdiction
1. Francisquito Avenue and Puente Avenue	Signal	Baldwin Park
2. Dalewood Street and Puente Avenue	Signal	Baldwin Park/West Covina
3. Dalewood Street and Garden View Lane	Cross-Street Stop	Baldwin Park
4. Dalewood Street and I-10 Eastbound Ramps	Signal	Caltrans
5. Merced Avenue and Big Dalton Avenue	All-Way Stop	Baldwin Park
6. Merced Avenue and Puente Avenue	Signal	Baldwin Park
7. Merced Avenue and I-10 Westbound Ramps	Signal	Caltrans
8. Merced Avenue and Dalewood Street/Garvey Avenue	All-Way Stop	Baldwin Park/West Covina

SOURCE: Ganddini Group, Inc. 2020.

Existing AM and PM peak period turning movement counts were collected at the study intersections in September 2017 during typical weekday conditions. Based on the LOS methodologies for signalized and stop-controlled intersections as adopted by each of the three jurisdictional agencies, intersection operations were calculated at the study intersections taking into account existing intersection lane geometries, traffic signal timings, and traffic volumes. The Intersection Capacity Utilization (ICU) methodology is applied by the Cities of Baldwin Park and West Covina, and compares the volume of traffic using the intersection to the capacity of the intersection (V/C ratio). The Highway Capacity Manual (HCM) intersection delay methodology is applied by Caltrans, and calculates the delay, expressed in seconds per vehicle, associated with the traffic control at the intersection. LOS ranges from LOS A, meaning free-flow conditions, to LOS F, which indicates extreme congestion and system failure. Seven of the eight study intersections currently operate at LOS D or better during both the AM and PM peak hours. The following study intersections currently operate at LOS E or F during one or both of the peak hours:

- Dalewood Street and Puente Avenue (Intersection No. 2) – PM peak hour
- Merced Avenue and Dalewood Street/Garvey Avenue (Intersection No. 8) – AM and PM peak hours

The City of Baldwin Park's General Plan Policy 1.4 establishes LOS D as the minimum acceptable LOS for intersections during the morning and evening peak hours. The current City of West Covina's General Plan does not identify a minimum LOS for intersections in the City of West Covina. As stated in the *Guide for the Preparation of Traffic Impact Studies* (Caltrans 2002), "Caltrans endeavors to maintain a target LOS at the transition between LOS "C" and LOS "D" on State highway facilities".

Project Trip Generation, Distribution, and Assignment

Project trip generation was estimated for each of the proposed land uses following the guidance provided in the Institute of Transportation Engineers (ITE) *Trip Generation Manual, 10th Edition*. The proposed project is estimated to generate a total of approximately 817 daily trips,

including 100 trips during the AM peak hour and 93 trips during the PM peak hour. Reductions to these trip generation numbers to reflect internal interactions between the proposed land uses (e.g., an on-site office worker visits an on-site retail use), or pass-by trips (e.g., a nearby resident stops at an on-site retail use on the way to work in the morning) were not applied, in order to provide a more conservative analysis of potential traffic impacts.

The geographic distribution of trips generated by the proposed project were developed in consultation with City staff based on a review of existing traffic data, surrounding land uses, and the local and regional roadway facilities in the vicinity of the project site. The distribution of project trips was assumed as:

- 40 percent to/from the east and west using I-10
- 20 percent to/from the east using arterials (Puente Avenue, Garvey Avenue)
- 15 percent to/from the west using arterials (Puente Avenue, Dalewood Street)
- 15 percent to/from the south using arterials (e.g., Francisquito Avenue, Merced Avenue)
- 10 percent to/from the north using arterials (e.g., Francisquito Avenue, Merced Avenue)

The traffic generated by the proposed project was assigned to the street network using the distribution pattern outlined above. The assignment of traffic volumes took into consideration the location of the proposed project driveway on Dalewood Street, which would be aligned with the I-10 westbound ramps.

Existing with Project

The project traffic estimated and assigned to the study intersections was added to the existing traffic volumes to estimate Existing with Project traffic volumes. The Existing with Project traffic volumes were analyzed to determine the projected V/C ratios or intersection delay (depending on jurisdiction), and LOS for each of the analyzed intersections under this scenario. Similar to Existing conditions, seven of the eight study intersections would operate at LOS D or better during both the AM and PM peak hours with the addition of project-generated traffic. The following study intersection would operate at LOS E or F during one or both of the peak hours:

- Dalewood Street and Puente Avenue (Intersection No. 2) – PM peak hour
- Merced Avenue and Dalewood Street/Garvey Avenue (Intersection No. 8) – AM and PM peak hours

Please refer to Appendix E for a discussion of proposed improvements to address deficient intersection operating conditions that would result from implementation of the project, which could be required by the City as part of the conditions of approval for the proposed project.

Future with Project

Based on the construction schedule described in Section 2.6, *Construction Activities*, the traffic analysis assumed that the proposed project would be constructed and fully operational by 2024. To evaluate the potential impacts of the proposed project on future (year 2024) conditions, estimates of future traffic conditions both without and with project traffic were developed. First,

estimates of traffic growth were developed for the study area to forecast Future without Project conditions. These forecasts included traffic increases expected from both regional ambient traffic growth and traffic generated by specific developments in the vicinity of the project (related projects).

Based on consultation with City staff, it was established that an ambient growth factor of one percent per year should be applied to adjust the existing base year traffic volumes to reflect the effects of regional growth and development by year 2024. A total of 17 related projects expected to be implemented prior to the buildout date of the proposed project (2024) were identified in the vicinity of the project site. The list of related projects was obtained from the Cities of Baldwin Park and West Covina. Ambient growth and the related projects vehicle trips were added to existing traffic volumes to establish Future without Project traffic volumes.

In order to establish Future with Project traffic volumes, traffic generated by the proposed project was then assigned to the surrounding street system and added to the Future without Project traffic volumes. The resulting Future without Project peak hour traffic volumes were analyzed to determine the projected future operating conditions with the addition of the proposed project traffic. Similar to the Future without Project results, six of the eight study intersections would operate at LOS D or better during both the AM and PM peak hours with the addition of project-generated traffic. The following two study intersections would operate at LOS E or LOS F during one or both of the peak hours:

- Dalewood Street and Puente Avenue (Intersection No. 2) – PM peak hour
- Merced Avenue and Dalewood Street/Garvey Avenue (Intersection No. 8) – AM and PM peak hours

Please refer to Appendix E for a discussion of proposed improvements to address deficient intersection operating conditions that would result from implementation of the project, which could be required by the City as part of the conditions of approval for the proposed project.

Construction

As noted in Section 2.6, *Construction Activities*, construction of the proposed project would begin in January 2021 and last until January 2024, for a total of duration of approximately 36 months. As shown in Table 1, Construction Workers, construction activities would include nine sequential phases including demolition, site preparation, drainage/utilities/trenching, foundations/concrete pour, building construction, paving, architectural coatings, and finishes. The lengthiest and most intensive phase, in terms of number of workers on site, would be the building construction phase, which would occur over an eleven-month period between January 2022 and November 2022. During this construction phase, a maximum of approximately 20 workers would be onsite, which equates to 40 daily vehicle trips. This calculation represents worst-case scenario in that it assumes that all 20 workers would travel to and from the project site in their own vehicles (i.e., no carpooling, no transit). In addition, during this construction phase approximately 24 daily truck trips would be generated. Compared to the operational trips described above, the 64 daily vehicle trips generated during the peak of project construction is estimated to generate far fewer total daily trips than are projected for the project once it is completed and occupied. Therefore, no

additional intersection operating deficiencies other than those identified above for project operations would be expected during project construction.

Construction Traffic Management Plan

To minimize potential delay to passenger vehicles, public transit, bicyclists, and pedestrians, during project construction, a Construction Traffic Management Plan would be prepared as part of the conditions of approval for the project. The Construction Traffic Management Plan would be developed by the contractor and would require approval by the City prior to onsite construction activities to alleviate construction period impacts, which may include but is not limited to the following measures:

- Provide off-site truck staging in a legal area furnished by the construction truck contractor. Anticipated truck access to the project site will be off Dalewood Street.
- Schedule deliveries and pick-ups of construction materials during non-peak travel periods to the extent possible and coordinate to reduce the potential of trucks waiting to load or unload for protracted periods.
- If parking lane and/or sidewalk closures are anticipated, worksite traffic control plan(s), approved by the City, should be implemented to route vehicular traffic, bicyclists, and pedestrians around any such closures.
- Establish requirements for loading/unloading and storage of materials on the project site, where parking spaces would be encumbered, length of time traffic travel lanes can be encumbered, sidewalk closings or pedestrian diversions to ensure the safety of the pedestrian and access to local businesses and residences. Use flagmen to temporarily control pedestrian and vehicular traffic adjacent to the site may be required.
- Ensure that access will remain unobstructed for land uses in proximity to the project site during project construction.
- Coordinate with the City and emergency service providers to ensure adequate access is maintained to the project site and neighboring businesses and residences.
- Provide all construction contractors with written information on where their workers and their subcontractors are permitted to park, and provide clear consequences to violators for failure to follow these regulations. This information will clearly state that no parking is permitted on residential streets.

The proposed project would not conflict with any applicable plans, ordinances, or policies establishing measures for effectiveness of the performance of the circulation system, such as the City of Baldwin Park General Plan Circulation Element (City of Baldwin Park, 2002), which includes the City's bikeway plan and truck route map, and the San Gabriel Valley Regional Bicycle Master Plan (Cities of Baldwin Park, El Monte, Monterey Park, San Gabriel, and South El Monte, 2014). Therefore, the proposed project would not substantially degrade traffic operations or roadways in the project vicinity, nor would it impede non-motorized travel or public transportation. As such, impacts would be less than significant.

Congestion Management Program

State Proposition 111, passed by voters in 1990, established a requirement that urbanized areas prepare and regularly update a Congestion Management Program (CMP). On June 20, 2018, Los

Angeles County Metropolitan Transportation Authority (Metro) initiated a process to gauge the interest of local jurisdictions in opting out of State CMP requirements. On August 28, 2019, Metro announced that the thresholds had been reached and the County of Los Angeles had opted to be exempt from the CMP. As such, the provisions of the CMP no longer apply to any of the 89 local jurisdictions in Los Angeles County. Accordingly, CMP analysis is no longer included in City of Baldwin Park environmental documents.

Please note that a CMP analysis was conducted for the proposed project because, at the time the TIA was prepared, the Los Angeles County CMP was still in effect. This analysis is provided in Appendix E.

Model Design Manual for Living Streets, Complete Streets, and Green Streets

The Model Design Manual for Living Streets (Los Angeles County, 2011) provides design guidance for street networks, traveled way, intersections, pedestrian access, pedestrian crossings, bikeway design, transit accommodations, traffic calming, and streetscape ecosystem. In addition to street design, the Model Design Manual for Living Streets also considers other issues related to economic vibrancy, equity, sustainability, aesthetics, and more. The manual was developed for Los Angeles County, but is available for any jurisdiction to adopt, customize, or modify as needed.

Since the City of Baldwin Park is generally built out, most of the applicable guidance in the Model Design Manual for Living Streets can be found in the section regarding retrofitting. To improve street quality, the following options should be considered where applicable:

- Reduce travel lane widths to 10 or 11 feet
- Eliminate unnecessary travel lanes
- Paint bike lanes
- Add sidewalks
- Add raised medians to visually narrow the roadway
- Add median and sidewalk landscaping to visually narrow the roadway
- Add or retain curbside parking to provide traffic calming effect
- Add bulb outs to shorten pedestrian crossing distances

The following non-physical changes should also be considered:

- Adjust signal timing to ensure comfortable pedestrian crossing times
- Work with transit agencies to improve bus operations
- Work with schools to develop Safe Routes to School program
- Re-examine the parking code (for example off-street parking requirements may be reduced, especially in coordination with additional on-street parking)

The TIA proposed that the City consider the following improvements as part of the conditions of approval of the project to help further the City's aim to design streets that add value and livability, and accommodate all roadway users and modes:

- Add curb adjacent landscaping on Dalewood Street within parkway along project site frontage.
- Minimize no parking zones on Dalewood Street along the project site frontage. The California Manual on Uniform Traffic Control Devices (2014 Update) requires the no parking zone to be 30 feet upstream and 20 feet down stream of a signalized intersection.
- Coordinate with Foothill Transit to provide bus bench and/or shelter at the transit stop located directly adjacent to the project site.
- Provide preferential carpool/rideshare parking spaces at the parking spaces closest to the building entrances.

Additional detail on these recommended improvements is provided in Appendix E. By proposing these improvements for City consideration and possible implementation as part of the project, the project design is consistent with the aim of the Model Design Manual for Living Streets, Complete Streets, and Green Streets, and impacts would be less than significant.

Transit, Bicycle, and Pedestrian Facilities

A pedestrian sidewalk is currently provided along the project site frontage on Dalewood Street; there are no existing bicycle lanes in the project vicinity. The proposed project would not directly or indirectly eliminate alternative transportation corridors or facilities, including Baldwin Park Transit operating on Puente Avenue and Foothill Transit Routes 272 and 274, operating on Dalewood Street and Puente Avenue. In addition, the proposed project would not preclude increased alternative transportation services. Therefore, the proposed project would not conflict with adopted policies, plans, or programs supporting alternative transportation. As mentioned above, the proposed project would not impede non-motorized travel or public transportation in the project vicinity; it would not decrease the performance or safety of such facilities. As a result, impacts would be less than significant.

b) Conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?

Less-than-Significant Impact with Mitigation Incorporated. In accordance with Senate Bill (SB) 743, the new CEQA Guidelines section 15064.3, subdivision (b) was adopted in December 2018 by the California Natural Resources Agency. These revisions to the CEQA Guidelines criteria for determining the significance of transportation impacts are primarily focused on projects within transit priority areas, and shifts the focus from driver delay to reduction of greenhouse gas emissions, creation of multimodal networks, and promotion of a mix of land uses. Vehicle miles traveled, or VMT, is a measure of the total number of miles driven to or from a development and is sometimes expressed as an average per trip or per person. The City of Baldwin Park City Council adopted VMT thresholds of significance on June 17, 2020 via Resolution No. 2020-027 and is in the process of preparing guidelines that provide the specific procedures for assessing project VMT impacts. Therefore, this VMT screening assessment is

based on available guidance from the OPR Technical Advisory and the adopted City of Baldwin Park thresholds of significance.

The City of Baldwin Park has established the following draft screening criteria for types of projects that may be exempt from VMT analysis:

- Project type screening, including retail projects of up to 50,000 square feet and projects generating less than 110 daily trips
- Low VMT screening for residential and office projects located in low VMT areas (as defined by 15% below the baseline VMT metrics)
- Transit Priority Area (TPA) screening for projects located within ½-mile of a major transit stop.1
- Affordable housing screening for affordable housing developments.

The Baseline VMT is defined as the average VMT for the area represented by the San Gabriel Valley Council of Governments (SGVCOG), as measured by VMT per capita, VMT per employee, or VMT per service population. Based on test screening prepared by the SGVCOG consultant and provided by the City of Baldwin Park, the proposed project currently does not satisfy any of the City-adopted screening criteria; therefore, a more detailed VMT analysis is required.

Foothill Transit Silver Streak

It is important to note that the Foothill Transit Silver Streak runs along I-10 within one- half mile of the project site, including sheltered bus stops between the freeway ramps directly opposite of the project site. The Silver Streak is an express line that serves Downtown Los Angeles, El Monte, West Covina, Pomona, and Montclair with approximately 10-15 minute headways during the AM and PM peak commute periods. The Silver Streak stops at Puente Avenue are currently closed until further notice. Once operational, the Silver Streak transit stops at Puente Avenue would qualify as a high-quality transit corridor and the proposed project would thereby satisfy the screening criteria for Transit Priority Areas. Foothill Transit staff has indicated that the stops will become operational once the pedestrian crossing signals necessary to access the stops are activated by Caltrans. The necessary infrastructure is currently installed; however, the proposed project does not currently satisfy the Transit Priority Area screening criteria since no definitive date for activation and subsequent operation of the transit stops is known at this time. Upon activation of the Silver Streak transit stops at Puente Avenue, the proposed project would satisfy the Transit Priority Area screening criteria and can be presumed to result in a less than significant impact.

Thresholds of Significance

The City of Baldwin Park has adopted the following thresholds of significance for land use projects:

- Project Impact: A significant impact would occur if the VMT rate for the project would exceed 15% below the applicable baseline VMT rate.

Based on the SGVCOG test project screening information provided by the City of Baldwin Park, the baseline threshold of 15% below the home-based work VMT per employee for the SGVCOG area is equal to 17.71 VMT per employee. Based on the SGVCOG test project screening information provided by the City of Baldwin Park, the Project Transportation Analysis Zone (TAZ) generates 18.67 home-based work VMT per employee. Therefore, the Proposed Project is forecast to exceed the VMT significance threshold by approximately 5.4% prior to accounting for design features that may reduce the project VMT.

To reduce the VMT impacts to a less than significant level, the proposed project shall implement Mitigation Measure TRA-1, below:

Mitigation Measure

TRA-1: If the proposed project is constructed prior to opening of the Silver Streak transit stops at Puente Avenue, the applicant shall develop a Transportation Demand Management (TDM) program for review and approval by the City Planner prior to issuance of a certificate of occupancy. The TDM program shall be administered by the project's building management to provide tenants with voluntary strategies and measures to discourage single-occupant vehicle trips and encourage alternative modes of transportation such as carpooling, transit, bicycling, and walking. The TDM program shall include provisions for all of the following:

- A half-time transportation coordinator
- Ride-matching assistance
- Preferential carpool parking
- Flexible work schedules for carpools
- Vanpool assistance
- Bicycle end-trip facilities (e.g., parking, showers, and lockers)

This mitigation measure is not necessary upon opening of the Silver Streak transit stops at Puente Avenue.

Significance after Mitigation

With implementation of Mitigation Measure TRA-1, VMT would be reduced by 5.4 percent assuming 100 percent of employees eligible in suburban center setting. With implementation of Mitigation Measure TRA-1, project VMT would equal 17.67 home-based work VMT per employee, which would not exceed the City-established threshold of 17.71 VMT per employee. Therefore, the proposed project would be projected to result in less than significant VMT impacts with mitigation incorporated.

c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

No Impact. The proposed project would not alter existing roadways nor include any hazardous design features such as sharp curves or dangerous intersections. Inbound and outbound access for

employee and visitor vehicles would be provided by a new full-access driveway aligned with the south leg of the signalized I-10 Eastbound Ramps/Dalewood Street intersection (Intersection No. 4). As part of the project, the following improvements would be constructed at this intersection to facilitate project access:

- The northbound approach would consist of one shared left/through/right-turn lane;
- The number two southbound left-turn lane would be restriped to a shared through/left-turn lane;
- The traffic signal phasing would be modified to provide split phasing for the northbound/ southbound and eastbound/westbound approaches; and
- Right-turns-on-red would be prohibited for the northbound and eastbound approaches.

The project applicant and their traffic consultant (Ganddini Group, Inc.) coordinated with Caltrans to define several of the intersection improvements identified above, since the intersection would fall under Caltrans' jurisdiction.

Employees and visitors would access both the surface parking lot and the below-grade parking facility using this driveway. All driveways would be improved to meet current driveway design standards established by the City. No incompatible uses such as farm equipment are proposed. No impact would occur.

d) Result in inadequate emergency access?

No Impact. Access to the project site would mainly be provided via I-10 and Dalewood Street. Equipment staging and employee parking during construction would be entirely within the project site and would not impede access to roads adjacent to the project site. Additional construction activities would not be located within roadways and are not anticipated to interfere with traffic flow or emergency response access to the project area. As noted previously, a Construction Traffic Management Plan would be developed by the contractor and require approval by the City to minimize delay to passenger vehicles, public transit, bicycles, and pedestrians during project construction. One element of the Construction Traffic Management Plan related to emergency access is coordination with the City and emergency service providers to ensure adequate access is maintained to the project site and neighboring businesses and residences. Proposed project operations would occur onsite and would not interfere with emergency response access. No impact would occur.

3.2.18 Tribal Cultural Resources

Issues (and Supporting Information Sources)	*Potentially Significant Impact*	*Less than Significant with Mitigation Incorporated*	*Less than Significant Impact*	*No Impact*
XVIII. TRIBAL CULTURAL RESOURCES —				
a) Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:				
i) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources. Code Section 5020.1(k), or	☐	☐	☐	☒
ii) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	☐	☐	☐	☒

Discussion

Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:

a) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k)?

No Impact. The California Native American Heritage Commission (NAHC) maintains a confidential Sacred Lands File (SLF) which contains sites of traditional, cultural, or religious value to the Native American community. The NAHC was contacted on August 11, 2017 to request a search of the SLF for the project area. In a letter dated August 23, 2017, the NAHC indicated that the SLF search failed to indicate the presence of known prehistoric or Native American resources within the project vicinity (NAHC 2017).

Per recent revisions to CEQA required by AB 52, the City notified the designated contact of, or a tribal representative of, traditionally and culturally affiliated California Native American tribes that have requested notification of projects within the City's service area, pursuant to Public Resources Code Section 21080.3.1. Letters were sent on October 19, 2017, to the following six tribal representatives: Andy Salas, Chairperson of the Gabrieleno Band of Mission Indians – Kizh Nation; Anthony Morales, Chairperson of the Gabrieleno/Tongva San Gabriel Band of Mission Indians; Sandonne Goad, Chairperson of the Gabrielino/Tongva Nation; Robert Dorame, Chairperson of the Gabrielino Tongva Indians of California Tribal Council; Charles Alvarez of the Gabrielino-Tongva Tribe; and John Valenzuela, Chairperson of the San Fernando Band of

Mission Indians. The letters provided a brief description of the project and invited the tribal representatives to consult. No responses were received within the 30-day response period.

As a result of the NAHC SLF search and Native American outreach, no tribal cultural resources have been identified within the project area. Further, the cultural resource study conducted for the project, summarized in Section V, *Cultural Resources*, did not identify any prehistoric archaeological resources within the project area. Therefore, the project will have no impact on tribal cultural resources per the definition under subsection (a), and mitigation is not required.

b) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe?

No Impact. As discussed above, no tribal cultural resources have been identified within the project area, through either the NAHC's SLF search or through the tribal outreach conducted pursuant to AB 52. Further, the cultural resource study conducted for the project, summarized in Section V, *Cultural Resources*, did not identify any prehistoric archaeological resources within the project area. Therefore, the project will have no impact on tribal cultural resources per the definition under subsection (b), and mitigation is not required.

3.2.19 Utilities and Service Systems

Issues (and Supporting Information Sources)		*Potentially Significant Impact*	*Less than Significant with Mitigation Incorporated*	*Less than Significant Impact*	*No Impact*
XIX.	**UTILITIES AND SERVICE SYSTEMS** — Would the project:				
a)	Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	☐	☐	☐	☐
b)	Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	☐	☐	☐	☐
c)	Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	☐	☐	☐	☐
d)	Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	☐	☐	☐	☐
e)	Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	☐	☐	☐	☐

Discussion

Would the project:

a) Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?

Less-than-Significant Impact. The project would not require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electrical power, natural gas, or telecommunications facilities.

Water and Wastewater

During its operation, the proposed office, medical office, and retail uses would increase the amount of wastewater generated on the project site. The proposed project would not require the construction of new water or wastewater treatment facilities or the expansion of existing facilities. Wastewater is treated at the San Jose Creek Water Reclamation Plant near the City of Whittier, where it is treated and reused for groundwater recharge and irrigation of parks, schools, and greenbelts. Los Angeles County Sanitation District (LACSD) indicates that presently no deficiencies or significant treatment capacity limitations exist within their facilities and the district has adequate capacity to accommodate development associated with implementation of the proposed project. The City has adopted policies in the General Plan to reduce potential growth-related impacts associated with future development, including Policy 1.1 to work closely with local water and sewer districts in determining and meeting community needs for water and

sewer service and Policy 1.2 to permit development densities and intensities no higher than the City's ability to provide the necessary public services, utilities, street capacities, and recreational opportunities required for the areas affected by development. With adherence to the policies identified in the existing General Plan Open Space and Conservation Element, impacts related to the expansion of water and wastewater facilities would be less than significant.

Stormwater

A significant impact could occur if the volume of stormwater runoff would increase to a level exceeding the capacity of the existing storm drain system. The project site is located in a developed of the City of Baldwin Park that is currently served by stormwater infrastructure. The amount of impervious surface area onsite would increase with development of the proposed uses, access drive, driveways, and other paved surfaces, thereby increasing the potential for stormwater runoff from the site. However, the project would be designed to ensure that no increase in runoff from the project site into the storm drain system would occur as compared to existing conditions, thereby minimizing potential effects on the City's storm drain system. No new improvements to the existing storm drain system are required to adequately accommodate storm water runoff from the project site. The project would incorporate onsite stormwater quality features (i.e., stormwater treatment unit and stormwater storage chamber) to retain and treat stormwater onsite, consistent with current Regional Water Quality Control Board requirements. As such, the volume of stormwater runoff during peak events would not increase and the construction of new stormwater drainage facilities or expansion of existing facilities would not be required. Therefore, impacts related to stormwater drainage facilities would be less than significant, and no mitigation is required.

Electrical Power, Natural Gas, Telecommunications

The project site is located in a developed, urbanized portion of the City of Baldwin Park that is served by existing electrical power, natural gas, and telecommunications services. The project would develop an office, medical office, and retail building adjacent to other existing commercial operations and uses. New connections would be established for the project; however, no substantial electrical, gas, or telecommunications infrastructure is present on or adjacent to the project site that would need to be relocated to accommodate the project. Therefore, impacts related to electric power, natural gas, or telecommunications facilities would be less than significant, and no mitigation is required.

b) Have sufficient water supplies available to serve the project and responsibly foreseeable future development during normal, dry and multiple dry years?

Less-than-Significant Impact. The proposed office, medical office, and retail building would increase the project site's water demand. In addition to the project site, San Gabriel Valley Water Company (SGVWC) supplies water for approximately 481,000 people in its service area. The project site is located entirely within SGVWC's service area. The SGVWC has provided a will-serve letter stating there are sufficient water resources available to supply water service to the proposed project (see Appendix H of this MND). Therefore, there would be a less-than-significant impact.

c) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?

Less-than-Significant Impact. Development of the proposed project would not result in a substantial increase in wastewater generation within the project area given its highly developed nature. Wastewater would continue to be treated at the San Jose Creek Water Reclamation Plant (SJCWRP) near the City of Whittier. LACSD, which is responsible for treating the project site's wastewater, would have available capacity to accommodate development associated with implementation of the proposed project. Therefore, impacts would be less than significant.

The SJCWRP currently treats wastewater generated by the project area. The SJCWRP provides primary, secondary, and tertiary treatment for an average of 100 million gallons of wastewater per day (mgd) for the larger project region. The SJCWRP serves a residential population of approximately one million people. Approximately 42 million gallons per day of the reclaimed water is reused at over 130 different reuse sites (LACSD 2019). The proposed project would develop a medical office building and associated above- and below-ground parking on a vacant lot. This would increase wastewater generation compared to existing conditions. Therefore, wastewater generation would be greater than what currently exists at the project site, but would represent a fraction of a percent of the SJCWRP's remaining daily treatment capacity and would not result in new wastewater treatment facilities or expansion of existing facilities.

Water supply to the project site comes from SGVWC. As described in Section XIX.b, the SGVWC has provided a will-serve letter stating there are sufficient water resources available to supply water service to the proposed project and no new entitlements, or resources would be required to meet the expected project water supply demand (see Appendix H of this MND).

TABLE 20
WASTEWATER GENERATION DURING PROJECT OPERATION

Land Use	Units	Generation Rate (gpd/unit)	Total Wastewater Generation (gpd)
General Office	50,566 sf	200/1,000 sf	10,113.2
Medical Office[a]	8,000 sf	200/1,000 sf	1,600
Retail	1,200 sf	100/1,000 sf	120
Total			**11,833.2**

NOTES:
a Given the similarities between medical office, and general office uses, it is assumed that medical office uses would result in similar wastewater generation rates as general office uses.

SOURCE: LACSD, 2019

The proposed project would include approximately 50,566 sf of general office space, 8,000 sf of medical-office space, and 1,200 sf of retail space. As described in **Table 20, Wastewater Generation During Project Operation**, the proposed project would generate approximately 11,833 gallons per day of wastewater. This generation would comprise 0.01 percent of the total treatment capacity of the SJCWRP. Since the proposed project would contribute only 0.01 percent of the SJCWRP's daily treatment capacity, it is anticipated that the proposed project's

wastewater demand would be met and no new entitlements, or resources would be required to meet the expected project's wastewater treatment needs. Therefore, impacts would be less than significant.

d) Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?

Less-than-Significant Impact. The proposed project anticipates that a maximum of 100 CY of building materials, specifically the existing concrete pads and asphalt on the project site, would be hauled off site for disposal during construction activities. During operation, the proposed project would produce waste similar to that of a typical office/medical building. The City, in an effort to reduce the amount of solid waste disposed, currently encourages recycling by residents and businesses, including the recycling of paper, glass, plastic and aluminum. Waste Management, the City's waste hauler, utilizes the El Sobrante landfill located in the City of Corona, which has enough permitted capacity to accommodate the proposed project's waste disposal needs. The current capacity for the El Sobrante landfill is approximately 16,054 tons per day of solid waste (CalRecycle 2020). The landfill is currently 31 percent filled with a remaining capacity of 143,977,170 tons from its maximum permitted capacity of 209,910,000 tons and anticipates a closing date of January 1, 2051 (CalRecycle 2020a). Other landfills are also available to serve the City. The Chiquita Canyon Sanitary Landfill, located in Castaic, has a permitted daily capacity of 12,000 tons per day and a total capacity of 110,366,000 cubic yards, with a remaining capacity of 60,408,000 cubic yards (CalRecycle 2020b). The Chiquita 37 Canyon Landfill is estimated to close on January 1, 2047(CalRecycle 2020b). Regional plans are underway to transport waste by rail to landfill sites in the desert areas to the east. Compliance with existing General Plan Open Space and Conservation policies (see below) and County waste reduction programs and policies would reduce the volume of solid waste entering landfills. The project would be required to comply with applicable State and local regulations; thereby reducing the amount of landfill waste by at least 50 percent. The City's recently adopted Health and Sustainability Element includes the section "Reduce, Reuse, Recycle, and Compost" which aims to increase composting, recycling and source reduction citywide to meet and exceed the mandates of the AB 939 (California Recycling Laws). Implementation of the goals and policies within this element would help reduce solid waste citywide. As a result, the project is not anticipated to significantly impact landfill serving capacities either daily or throughout the landfill lifetime, and impacts to landfill capacity would be less than significant.

e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?

Less-than-Significant Impact. During both construction and operation, the proposed project would be required to comply with all applicable federal, state, and local statutes and regulations pertaining to solid waste disposal. Therefore, impacts would be less than significant.

3.2.20 Wildfire

Issues (and Supporting Information Sources)		Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
XX.	**WILDFIRE** — If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:				
a)	Substantially impair an adopted emergency response plan or emergency evacuation plan?	☐	☐	☐	☐
b)	Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	☐	☐	☐	☐
c)	Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	☐	☐	☐	☐
d)	Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	☐	☐	☐	☐

Discussion

Would the project:

a) Substantially impair an adopted emergency response plan or emergency evacuation plan?

b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?

c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?

d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?

No Impact. The project site is located in an urbanized area and is currently developed with two foundation pads. Access to the project site would mainly be provided via I-10 and Dalewood Street. Equipment staging and employee parking during construction would be entirely within the project site and would not impede access to roads adjacent to the project site. Additionally, the Construction Traffic Management Plan that would be developed requires consideration of emergency access for approval, to ensure the project would not impair emergency access. The project site is not located within a City-designated Very High Fire Hazard Severity Zone, and no wildlands are present in the surrounding area (CAL FIRE 2011). No roads, fuel breaks, or emergency water sources would be installed or maintained. Installation of any required power lines or other utilities would be done in accordance with applicable City building codes and utility

provider policies. Therefore, the proposed project would not expose people or structures to a significant risk of loss, injury or death as a result of wildland fires and no impacts would occur.

3.2.21 Mandatory Findings of Significance

Issues (and Supporting Information Sources)		*Potentially Significant Impact*	*Less than Significant with Mitigation Incorporated*	*Less than Significant Impact*	*No Impact*
XXI.	**MANDATORY FINDINGS OF SIGNIFICANCE** —				
a)	Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	☐	☐	☐	☐
b)	Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	☐	☐	☐	☐
c)	Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	☐	☐	☐	☐

Discussion

Would the project:

a) Have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory?

Less-than-Significant Impact with Mitigation Incorporated. The proposed project is located within a highly urbanized area, and the site was previously developed, although vacant now. The proposed project would have minimal potential to impact sensitive wildlife species and natural communities during construction activities. Biological impacts range from no impact to less than significant and no mitigation would be required. Adherence to BPMC Chapter 153, Subchapter 153.165, would protect trees adjacent to the project site. The project site does not contain riparian habitat or other sensitive natural communities and does not contain wetlands. The project would adhere to the federal Migratory Bird Treaty Act.

The project would involve earthmoving activities which could potentially unearth or disturb prehistoric archaeological resources. Such actions could unearth, expose, or disturb subsurface paleontological, archaeological, historical, or Native American resources that were not observable on the surface. However, with the incorporation of Mitigation Measures CUL-1 through CUL-6, potential impacts to paleontological or cultural resources that represent major periods of California history or prehistory would be reduced to less than significant.

b) Have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)

Less-than-Significant Impact. A cumulative impact could occur if the project would result in an incrementally considerable contribution to a significant cumulative impact in consideration of past, present, and reasonably foreseeable future projects for each resource area. Because the project impacts are generally construction-related, the cumulative study area is generally confined to the areas adjacent to the project site, which include residential areas, commercial areas, and public facilities. According to the City of Baldwin Park, there are no present and reasonably foreseeable projects identified in the project area. Thus, it is unlikely that cumulative impacts could occur.

c) Have environmental effects that would cause substantial adverse effects on human beings, either directly or indirectly?

Less-than-Significant Impact. The proposed project has the potential to disturb archeological resources, disturb contaminated soil and groundwater and potentially harm workers during construction, and increase noise levels to surrounding residents. However, construction activities would be temporary impacts and mitigation measures would be implemented to reduce these impacts. Therefore, less-than-significant impacts would occur to cultural, hazards, and noise resources and would not have environmental effects that have the potential to cause substantial adverse effects on human beings, either indirectly or directly.

SECTION 4 REFERENCES

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