



DRAFT

**3100 Baldwin Park Boulevard Digital Billboard
Initial Study/Mitigated Negative Declaration
City of Baldwin Park, Los Angeles County, California**

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Report Date: December 23, 2024

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ACRONYMS AND ABBREVIATIONS

ALUC	Airport Land Use Commission
APN	Assessor’s Parcel Number
ARB	California Air Resources Board
AQMP	Air Quality Management Plan
AQP	Air Quality Plan
BAU	business as usual
BERD	California Built Environment Resource Directory
bgs	below ground surface
CalEEMod	California Emissions Estimator Model
CAL FIRE	California Department of Forestry and Fire Protection
Caltrans	California Department of Transportation
CAP	Climate Action Plan
CBC	California Building Standards Code
CDFW	California Department of Fish and Wildlife
cd/m ²	candela per square meter
CEC	California Energy Code
CEQA	California Environmental Quality Act
CGS	California Geological Survey
CNEL	Community Noise Equivalent Level
CO ₂ e	carbon dioxide equivalent
CRHR	California Register of Historical Resources
dB	decibel
dba	A-weighted decibel
DTSC	California Department of Toxic Substances Control
EIR	Environmental Impact Report
F-C	Freeway Commercial
FCS	FirstCarbon Solutions
FEMA	Federal Emergency Management Agency
FHSZ	Fire Hazard Severity Zones
FIRM	Flood Insurance Rate Map
GC	General Commercial
GHG	greenhouse gas
IS/MND	Initial Study/Mitigated Negative Declaration
LACSD	Los Angeles County Sanitation Districts
L _{dn}	day/night sound level

Acronyms and Abbreviations

LED	light-emitting diode
L _{eq}	equivalent continuous sound level
L _{max}	maximum instantaneous noise level
LRA	Local Responsibility Area
MBTA	Migratory Bird Treaty Act
MMRP	Mitigation Monitoring and Reporting Program
MRF	Material Recovery Facility
MRZ-2	Mineral Resource Zone 2
MT	metric ton
NAHC	Native American Heritage Commission
NO _x	nitrogen oxides
NOD	Notice of Determination
NOI	Notice of Intent
NRHP	National Register of Historic Places
ODA	Outdoor Advertising
PM	particulate matter
PM _{2.5}	particulate matter 2.5 microns or less in diameter
PM ₁₀	particulate matter 10 microns or less in diameter
ppb	parts per billion
PRC	Public Resource Code
RPS	Renewable Portfolios Standard
SB	Senate Bill
SCAQMD	South Coast Air Quality Management District
SCCIC	South Central Coastal Information Center
SCE	Southern California Edison
SCH	State Clearinghouse
SCLF	Scholl Canyon Landfill
SoCAB	South Coast Air Basin
SP	service population
SPRR	Southern Pacific Railroad
SRA	State Responsibility Area
SV	Sierra Vista Overlay
TAC	toxic air contaminants
TCR	Tribal Cultural Resources
USFWS	United States Fish and Wildlife Service
USGS	United States Geological Survey
VHFHSZ	Very High Fire Hazard Severity Zones

SECTION 1: INTRODUCTION

This Draft Initial Study /Mitigated Negative Declaration (Draft IS/MND) evaluates the proposed 3100 Baldwin Park Boulevard Digital Billboard Project (proposed project) by AllVision of Los Angeles (Project Applicant). The project site is adjacent to the Southern Pacific Railroad (SPRR) tracks located at 3100 Baldwin Park Boulevard, immediately south of Interstate 10 (I-10) in the City of Baldwin Park, (City) Los Angeles County (County), California. The Project Applicant proposes to construct and operate a dual-faced, digital/light-emitting diode (LED) billboard with associated infrastructure connections on the project site. Under existing conditions, as noted, the billboard would be constructed adjacent to the SPRR tracks near the boundary of a commercial development including a Target store.

1.1 - Purpose

The proposed project is the subject of analysis in this document pursuant to the California Environmental Quality Act (CEQA). The content of this Draft IS/MND complies with all criteria, standards, and procedures of CEQA (California Public Resource Code [PRC] Sections 21000, *et seq.*) and the CEQA Guidelines (California Code of Regulations [CCR], Title 14, Division 6, Chapter 3, §§ 15000, *et seq.*).

CEQA is a Statewide environmental statute contained in Public Resources Code Sections 21000–21177 that applies to most public agency decisions to carry out, authorize, or approve actions that have the potential to adversely affect the environment. CEQA requires that, before a public agency makes a decision to approve a project that could have one or more adverse effects on the physical environment, the agency must inform itself about the project’s potential environmental impacts, give the public an opportunity to comment on the environmental issues, and take feasible measures to avoid or reduce potential harm to the physical environment.

As defined by CEQA Guidelines Section 15367, the City of Baldwin Park is the Lead Agency for the proposed project. “Lead Agency” refers to the public agency that has the principal responsibility for carrying out or approving a project. One discretionary approval is required of the City of Baldwin Park to implement the proposed project: a Development Agreement between the Project Applicant and Lead Agency. Administrative approvals would consist of the issuance of a building permit. These actions and other approval actions required of the City of Baldwin Park and/or other governmental agencies to fully implement the proposed project are described in more detail in Chapter 2, Project Description. If this Draft IS/MND is approved by the City of Baldwin Park, Responsible and Trustee agencies with approval authorities over the proposed project can use this Draft IS/MND as the CEQA compliance document as part of their decision-making processes.

1.2 - CEQA Requirements for Mitigated Negative Declarations

An IS/MND is a written statement by the Lead Agency briefly describing the reasons why a proposed project, which is not exempt from the requirements of CEQA, will not have a significant effect on the environment and therefore does not require preparation of an Environmental Impact Report (EIR)

(CEQA Guidelines § 15371). The CEQA Guidelines require the preparation of an IS/MND if the Initial Study prepared for a project identifies potentially significant effects, but: (1) revisions in the project plans or proposals made by, or agreed to by the applicant before a proposed MND and Initial Study are released for public review would avoid or mitigate the effects where clearly no significant effects would occur; and (2) there is no substantial evidence, in light of the whole record before the Lead Agency, that the project as revised may have a significant effect on the environment (CEQA Guidelines § 15070(b)).

1.3 - Format and Content of this Mitigated Negative Declaration

The following items comprise the Draft IS/MND in its entirety:

- 1) This document, including all Sections. Section 3 contains the completed Environmental Checklist/Initial Study, and Section 4 contains the proposed project’s associated analyses, which documents the evidence relied upon to support the findings and conclusions of the Initial Study.
- 2) The Mitigation Monitoring and Reporting Program (MMRP), which lists the mitigation measures that the City of Baldwin Park has identified and imposed on the proposed project to ensure that the project’s environmental effects are reduced to less than significant levels. The basis for the MMRP is found in the Environmental Checklist/Initial Study. The MMRP also indicates the required timing for the implementation of each mitigation measure, identifies the parties responsible for implementing and/or monitoring the mitigation measures, and identifies the level of significance following the incorporation of mitigation.
- 3) One technical report is attached as Technical Appendix A. This report is also on file and available for public review at the City of Baldwin Park, Community Development Department (14403 East Pacific Avenue, Baldwin Park, CA 91706) and is hereby incorporated by reference pursuant to CEQA Guidelines Section 15150.
 - A. Sign Lighting Study, prepared by Francis Krahe & Associates, dated July 23, 2024.
- 4) Project plans (elevations and colored renderings) are contained in Technical Appendix B and are on file and available for public review at the City of Baldwin Park, Community Development Department (14403 East Pacific Avenue, Baldwin Park, CA 91706) and are hereby incorporated by reference pursuant to CEQA Guidelines Section 15150.
- 5) Tribal consultation letters are attached as Technical Appendix C.

Preparation and Processing of this Mitigated Negative Declaration

The City of Baldwin Park, Community Development Department, directed and supervised the preparation of this Draft IS/MND. Although prepared with assistance of the consulting firm FirstCarbon Solutions (FCS), the content contained within and the conclusions drawn by this Draft IS/MND reflect the sole independent judgment of the City of Baldwin Park.

This Draft IS/MND and a Notice of Intent (NOI) to adopt the Draft IS/MND will be distributed to the following entities for a 20-day public review period: (1) organizations and individuals who have

previously requested such notice in writing to the City of Baldwin Park; (2) the owners of property contiguous to the project site as shown on the latest equalized assessment roll, by direct mailing; (3) responsible and trustee agencies (public agencies that have a level of discretionary approval over some component of the proposed project); (4) the County of Los Angeles Clerk; and 5) the California Office of Planning and Research, State Clearinghouse (SCH), for review by State agencies. The NOI identifies the location(s) where the IS/MND and its associated MMRP and Technical Appendices are available for public review. In addition, notice of the public review period also will occur via posting of a notice at City Hall (14403 East Pacific Avenue), standard mailing to property owners located within a 300-foot radius of the project site, and publication in a newspaper of general circulation in the project area. The NOI also establishes a 20-day public review period during which comments on the adequacy of the MND document may be provided to the City of Baldwin Park, Community Development Department.

Following the 20-day public review period, the City of Baldwin Park will review any and all comment letters received and determine whether any substantive comments were provided that may warrant revisions to the IS/MND document. If substantial revisions are not necessary (as defined by CEQA Guidelines §15073.5(b)), then the IS/MND will be finalized and forwarded to the City of Baldwin Park Planning Commission for review as part of their deliberations concerning the proposed project. A public hearing(s) will be held before the City’s Planning Commission to consider the proposed project and the adequacy of this IS/MND. Public comments will be heard and considered at the hearing(s). If the IS/MND is approved by the Planning Commission, the proposed project would be recommended for approval to the City of Baldwin Park City Council. If approved, the City Council would adopt findings relative to the project’s environmental effects as disclosed in the IS/MND and a Notice of Determination (NOD) will be filed with the County of Los Angeles Clerk.

Comments concerning the analysis contained in the Draft IS/MND should be sent to:

Nick Baldwin, AICP, City Planner
Planning Division
14403 Pacific Avenue
Baldwin Park, CA 91706
626.960.4011, ext. 475
Email: nbaldwin@baldwinpark.com

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SECTION 2: PROJECT DESCRIPTION

2.1 - Project Location

The 3100 Baldwin Park Boulevard Digital Billboard Project site (project site) is located in the City of Baldwin Park, in Los Angeles County, California (Exhibit 1). The City of Baldwin Park is located in the south-central portion of Los Angeles County and is bordered to the north by the City of Irwindale, to the east by the City of West Covina, to the south by the City of Industry and unincorporated Los Angeles County, and to the west by the City of El Monte.

The project site is located at 3100 Baldwin Park Boulevard on Assessor's Parcel Number (APN) 8555-006-900. The project site is located immediately north of I-10, known as the San Bernadino Freeway, and encompasses a portion of the SPRR right-of-way to the east of the Baldwin Park Boulevard interchange and southwest of Francisquito Avenue, in the City of Baldwin Park (Exhibit 2). Regional access to the site is provided via I-10; local access is provided from Francisquito Avenue.

2.2 - Existing Setting

Existing Site Uses

The 18,300-square-foot project site is partially developed and contains no roads or structures. SPRR tracks traverse the center of the site from the northeast to the southwest. A 28-foot-tall railroad tunnel passes under I-10. The project site is enclosed by a chain-link fence on both sides. Two 20-foot strips of exposed soil abut either side of the SPRR tracks. Small shrubs and trees are scattered along the undeveloped strips. The project area is commercial in nature.

General Plan and Zoning

The project site is zoned Freeway Commercial (F-C) with Sierra Vista Overlay (SV).¹ The project site is designated as General Commercial (GC) by the City of Baldwin Park 2020 General Plan (General Plan) Land Use Map.² The Freeway Commercial designation is applied to properties along the I-605 and I-10 corridors and encourages a mutually beneficial mix of retail, office complexes, and complementary regional commercial centers.³

No General Plan land use amendment or zoning change is proposed or required. Development standards that would apply to the project site would come from the underlying Freeway Commercial zoning. The proposed project would also be subject to Ordinance 1510, which is effective as of July 19, 2024, amending City of Baldwin Park Municipal Code (Municipal Code) Sections 153.170.080 and adding new Sections 153.170.110 and 153.170.120 related to digital billboards.

¹ City of Baldwin Park. September 2022. City of Baldwin Park 2020 Zoning Atlas. Website: <https://www.baldwinpark.com/DocumentCenter/View/681/Zoning-Map-Book-December-2019-PDF?bidId=>. Accessed July 22, 2024.

² City of Baldwin Park. September 2022. City of Baldwin Park 2020 General Plan Land Use Map. Website: <https://www.baldwinpark.com/DocumentCenter/View/598/General-Plan-Map-Updated-September-2023-PDF?bidId=>. Accessed July 22, 2024.

³ City of Baldwin Park. 2024. City of Baldwin Park Municipal Code 153.170.080, 153.170.110, and 153.170.120. City Council Agenda June 19, 2024. Website: https://baldwinpark.granicus.com/MetaViewer.php?view_id=10&clip_id=3578&meta_id=283305. Accessed July 22, 2024.

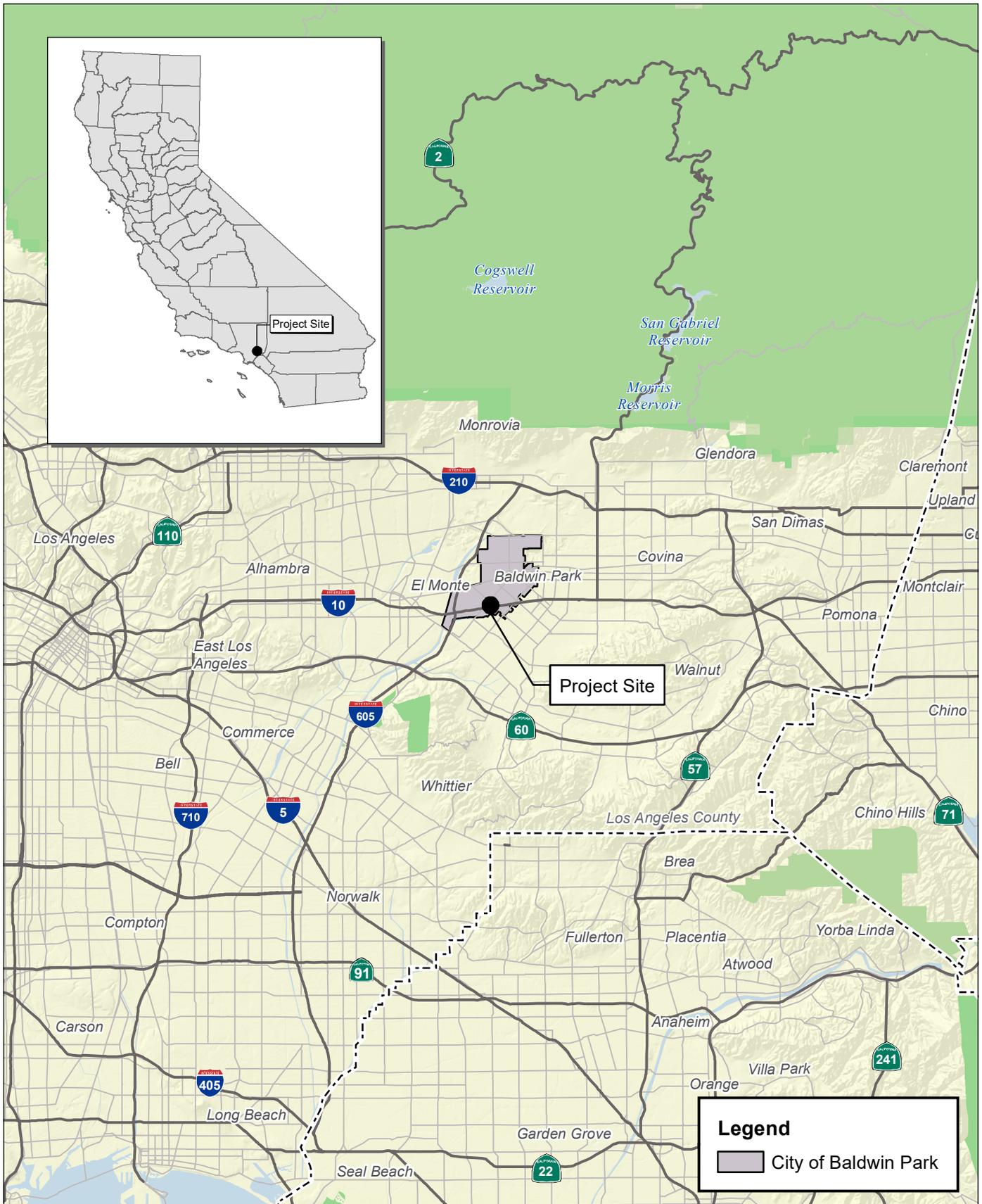
Surrounding Land Uses

As shown in Exhibit 2, the project site is located on a developed property that abuts the northern edge of I-10, east of the Baldwin Park Boulevard interchange, and southwest of Francisquito Avenue. The project site is bound to the north by a retail commercial center, loading dock, and parking lot. The commercial center contains a department store, grocery store, and fast-serve restaurants. The I-10 overpass is located on the southern boundary of the project site. Residential single-family residences are located to the north across Francisquito Avenue. The In-N-Out Burger Museum is located east of the project site.

2.3 - Project Characteristics

The Project Applicant proposes to construct a dual-faced, digital LED billboard with associated infrastructure connections adjacent to the SPRR tracks and within the SPRR right-of-way (Exhibit 3). Each of the two digital/LED billboard faces would be approximately 14 feet high and 48 feet wide, with an overall height of 80 feet; in addition, two 10-foot poles with cameras attached would be fixed to the apron of both billboards. The proposed billboard structure would be supported by a 6-foot-wide pipe column encased in a pole cover, bracing, and torsion tube connecting the billboards to the support structure. The pipe column would be installed on the northern side of the SPRR tracks with the digital/LED billboards crossing over to face drivers on I-10.

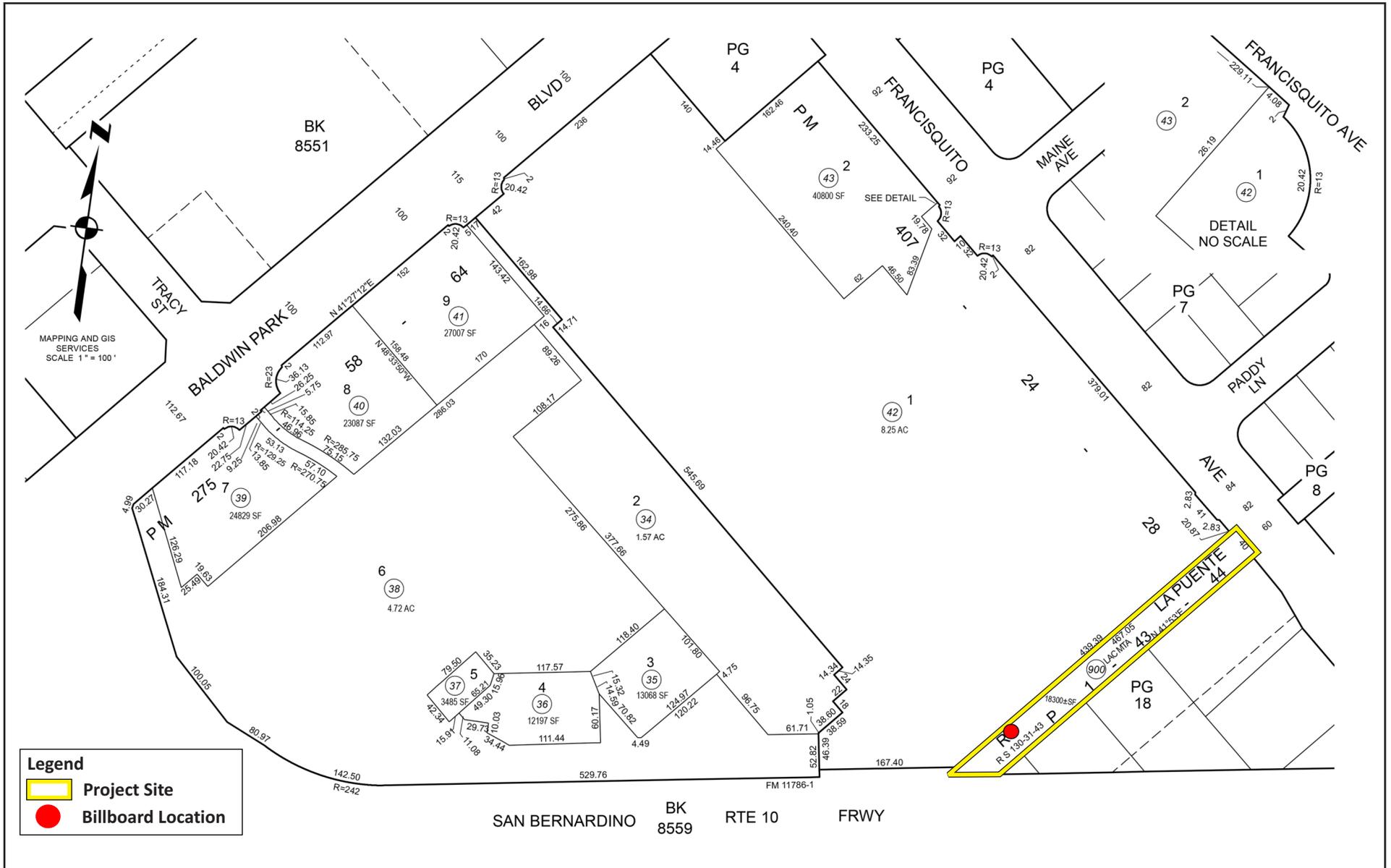
Project operation would include the display of alternating LED advertisements on two back-to-back billboards projecting in a single direction. Luminance of the LED advertisements would operate at 300 candela per square meter (cd/m²).



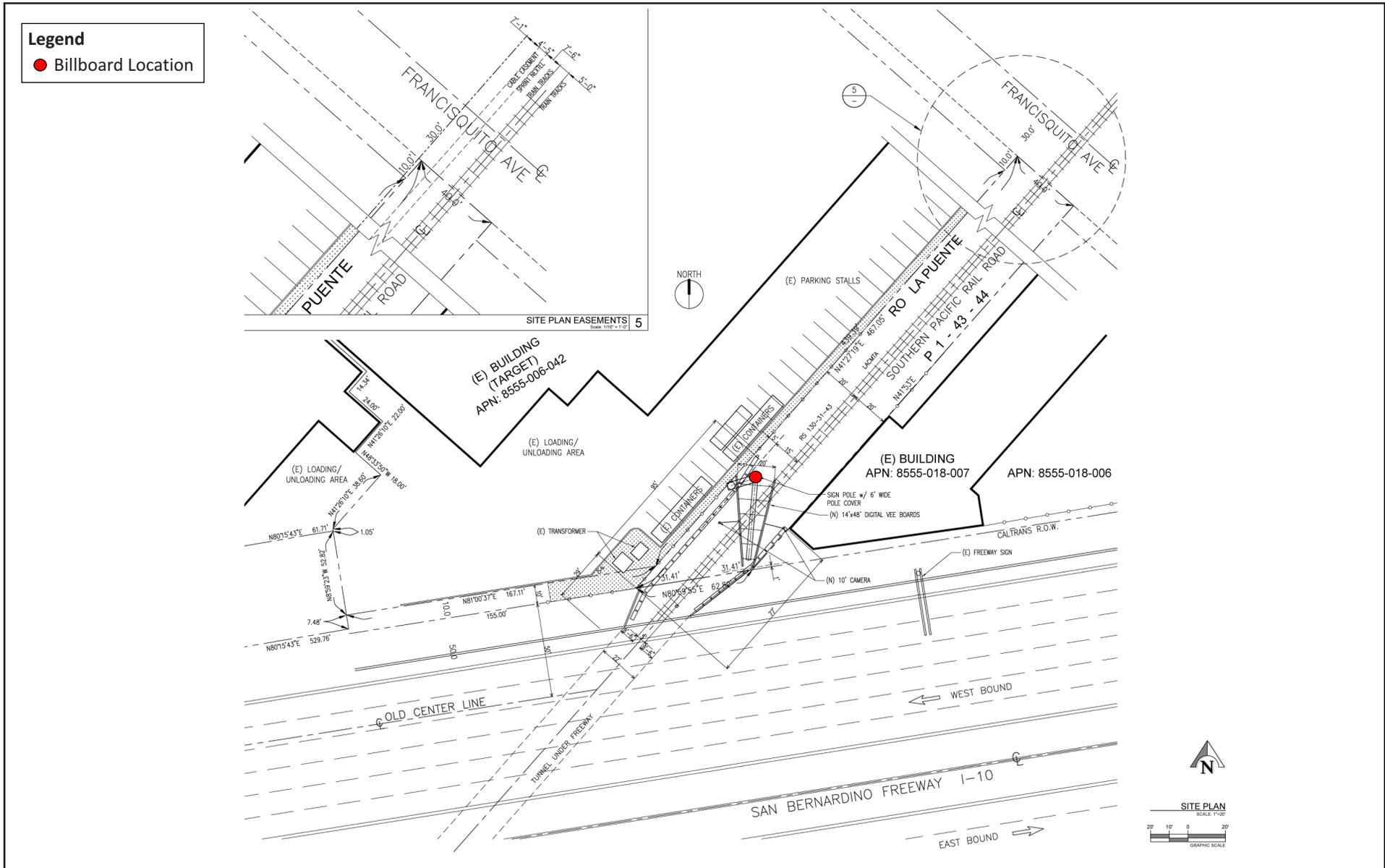
Source: Census 2000 Data, The California Information Library (CaSIL).



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Source: LEEDCO ENGINEERING, INC. 08/02/2024.

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Exhibit 3
Site Plan

CITY OF BALDWIN PARK
3100 BALDWIN PARK BOULEVARD DIGITAL BILLBOARD
INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

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2.4 - Project-related Approvals

Caltrans Outdoor Advertising Display Permit

Pursuant to the Federal Highway Beautification Act (1965) and State Outdoor Advertising Act (2014), the California Department of Transportation (Caltrans) is responsible for regulating the placement of outdoor advertising displays visible from California Highways and performing regular reviews of outdoor advertising displays located adjacent to freeways and highways identified on the National Highway System. The Project Applicant proposes to develop a digital, dual- faced billboard adjacent to I-10; therefore, the proposed project would be subject to approval of an Outdoor Advertising (ODA) Display Permit by Caltrans. The ODA Display Permit would assure that certain location and design features of the proposed project would be met, including, but not limited to, the following:

- The billboard must be located outside the right-of-way of any highway;
- There must be an existing business activity within 1,000 feet of the proposed billboard; The digital billboard must be 1,000 feet from any other digital billboard;
- The digital billboard must be 500 feet from any other static billboard; and
- The maximum display area is set at 25 feet in height by 60 feet in length.⁴

The approval of the ODA Display Permit Application, in and of itself, would not lead to a physical change in the environment other than the foreseeable changes inherit of the construction and operation of the proposed billboard project described in this document.

Requested Entitlements

The Project Applicant requests approval of the following entitlements:

- Development Agreement between the City and the Developer to install a digital billboard within the corridor of an interstate freeway (I-10);
- Building Permit (City of Baldwin Park);
- Approval of a development/design plan pursuant to the Outdoor Advertising Act (Caltrans).

⁴ California Department of Transportation (Caltrans). 2021. Website: <https://dot.ca.gov/programs/traffic-operations/oda/permit-requirements>. Accessed July 22,2024.

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SECTION 3: ENVIRONMENTAL CHECKLIST FORM

3.1 - Background

1. Project Title: 3100 Baldwin Park Boulevard Digital Billboard
2. Lead Agency Name and Address: City of Baldwin Park Community Development Dept. 14403 East Pacific Avenue Baldwin Park, CA 91706
3. Contact Person and Address: Nick Baldwin, City Planner City of Baldwin Park 14403 East Pacific Avenue Baldwin Park, CA 91706 Email: melissac@baldwinpark.com
4. Project Location: 3100 Baldwin Park Boulevard, Baldwin Park, California
5. Project Sponsor's Name and Address: AllVision 1121 South Boyle Avenue, Suite 201 Los Angeles, CA 90023
6. General Plan Designation: General Commercial (GC)
7. Zoning: Freeway Commercial (F-C) with Sierra Vista Overlay (SV)
8. Description of the Proposed Project: See Section 2.3.
9. Surrounding Land Uses and Setting: See Section 2.2.
10. Other public agencies whose approval is required: Caltrans for approval of a development/design plan pursuant to the Outdoor Advertising Act
11. Have California Native American Tribes traditionally and culturally affiliated with the project area requested consultation pursuant to Public Resources Code Section 21080.3.1? If so, is there a plan for consultation that includes, for example, the determination of significance of impacts to Tribal Cultural Resources, procedures regarding confidentiality, etc.? The City initiated Assembly Bill (AB) 52 Tribal Consultation by sending letters to three Nations that requested to be consulted on all City of Baldwin projects. The letters were dated December 12, 2024, and the response period remains open until January 11, 2025. As of the date of publication of this Draft IS/MND, only one Tribal response has been received from the Gabrieleño Band of Mission Indians – Kizh Nation, asking about the depth of excavation. No other responses have been received to date. Any consultation efforts or mitigation measures provided by the consulting Tribe(s) is to be determined after the close of the response period.

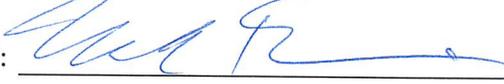
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SECTION 4: ENVIRONMENTAL CHECKLIST AND ENVIRONMENTAL EVALUATION

Environmental Factors Potentially Affected			
The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" as indicated by the checklist on the following pages.			
<input type="checkbox"/> Aesthetics	<input type="checkbox"/> Agriculture and Forestry Resources	<input type="checkbox"/> Air Quality	
<input type="checkbox"/> Biological Resources	<input checked="" type="checkbox"/> Cultural Resources	<input type="checkbox"/> Energy	
<input type="checkbox"/> Geology/Soils	<input type="checkbox"/> Greenhouse Gas Emissions	<input type="checkbox"/> Hazards/Hazardous Materials	
<input type="checkbox"/> Hydrology/Water Quality	<input type="checkbox"/> Land Use/Planning	<input type="checkbox"/> Mineral Resources	
<input type="checkbox"/> Noise	<input type="checkbox"/> Population/Housing	<input type="checkbox"/> Public Services	
<input type="checkbox"/> Recreation	<input type="checkbox"/> Transportation	<input checked="" type="checkbox"/> Tribal Cultural Resources	
<input type="checkbox"/> Utilities/Services Systems	<input type="checkbox"/> Wildfire	<input checked="" type="checkbox"/> Mandatory Findings of Significance	
Environmental Determination			

On the basis of this initial evaluation:

- 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 measure 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.

Date: 12/19/24 Signed: 

Evaluation of Environmental Impacts

The environmental analysis in this section is patterned after CEQA Guidelines Appendix G. An explanation is provided for all responses with the exception of “No Impact” responses, which are supported by the cited information sources. The responses consider the whole action involved, including on- and off-site project level and cumulative, indirect and direct, and short-term construction and long-term operational impacts. The evaluation of potential impacts also identifies the significance criteria or threshold, if any, used to evaluate each impact question. If applicable, mitigation measures are identified to avoid or reduce the impact to less than significant. There are four possible responses to each question:

- **Potentially Significant Impact.** This response is appropriate when there is substantial evidence that an effect is significant. If there are one or more "Potentially Significant Impact" entries, upon completion of the Initial Study, an EIR is required.
- **Less than Significant With Mitigation Incorporated.** This response applies when the incorporation of mitigation measures has reduced an effect from "Potentially Significant Impact" to a "Less Than Significant Impact." The Lead Agency must describe the mitigation measures and briefly explain how they reduce the effect to a less than significant level.
- **Less than Significant Impact.** A less than significant impact is one which is deemed to have little or no adverse effect on the environment. Mitigation measures are, therefore, not necessary, although they may be recommended to further reduce a minor impact.
- **No Impact.** These issues were either identified as having no impact on the environment or they are not relevant to the project.

Environmental Issues	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
4.1 Aesthetics <i>Except as provided in Public Resources Code Section 21099, would the project:</i>				
a) Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic building within a State Scenic Highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Existing Setting

The 18,300-square-foot project site contains SPRR tracks, which traverse the site from the northeast to the southwest. A 28-foot-tall railroad tunnel passes under I-10. The project site is enclosed by a chain-link fence on both sides. Two 20-foot strips of exposed soil abut either side of the SPRR tracks. Small shrubs and trees are scattered along the undeveloped strips. The proposed project would result in the construction of a dual-faced digital billboard on the southwestern portion of the project site.

Public views of the project site are available primarily to motorists traveling along I-10 and motorists and pedestrians traveling along Baldwin Park Boulevard and Francisquito Avenue. The visual character of the I-10 corridor in the vicinity of the project site consists of views of commercial building frontages, cement dividers located along the center and shoulder of the I-10, and large street trees. Views of the project site experienced from the I-10 corridor consist of the frontage of site-adjacent commercial buildings and nearby trees. Views of the project site from Baldwin Park Boulevard include frontage views of commercial buildings, asphalt parking lot, and vegetation. Impacts to private views are not a subject of consideration in this document because the City does not have any established ordinances or policies that protect views from privately owned property.

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

Less than significant impact. The City contains no designated scenic vistas, although views of regional scenic features may still be available within the City or from elevated freeways and multi-story buildings. The nearest potential regional scenic features within the vicinity include views of the San Gabriel Mountains, approximately 7 miles to the north, and the Hacienda Hills, approximately 4.5 miles to the southwest. These distant landforms are prominently visible from the project site's vicinity on clear days but not under typical conditions due to atmospheric haze that is common throughout the region.

With mandatory compliance with Municipal Code requirements for billboard signage, project-related development would not adversely affect views of the San Gabriel Mountains or Hacienda Hills from nearby public viewing areas on clear days when the mountains are visible because the maximum height of the billboard would reach approximately 80 feet above ground and would not result in obstruction of, or substantially detract from, public views of the mountains along the horizon. Because public views of the San Gabriel Mountains would still be available from public viewing areas surrounding the project site and the proposed digital billboard would be substantially lower in height (80 feet above existing grade) compared to the approximate 10,000-foot peak height of the mountain range, the proposed project would not have a substantial adverse effect on the public views of the surrounding mountains.⁵ Therefore, because there are no designated scenic vistas in the City and views of scenic features would still be available as discussed above, the proposed project would result in a less than significant impact.

Based on the foregoing analysis, the future development of a billboard on the southwestern portion of the project site would not have a substantial adverse effect on scenic vistas, and a less than significant impact would occur.

b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic building within a State Scenic Highway?

No impact. Implementation of the proposed project would not damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a State scenic highway. The project site is not visible from a State scenic highway. Therefore, there is no potential for impacts to occur. Under existing conditions, the project site is developed and no trees or rock outcroppings are located within the southwestern portion of the project site. The proposed project would not entail the damage or removal of any trees or rock outcroppings. Additionally, the proposed project has no potential to damage historic buildings as none occur on the project site under existing conditions. Caltrans does not officially designate any scenic highways within the City of Baldwin Park or within the vicinity of the project site, including the segment of I-10 located adjacent to the project site.⁶

⁵ United States Geological Survey (USGS). 2004. Geologic Setting of the Transverse Ranges Province. Website: <https://pubs.usgs.gov/of/1996/ofr-96-0263/geoset.htm>. Accessed July 22, 2024.

⁶ California Department of Transportation (Caltrans). 2019. Caltrans Scenic Highway System List. Website: <https://caltrans.maps.arcgis.com/apps/webappviewer/index.html?id=465dfd3d807c46cc8e8057116f1aaca>. Accessed July 23, 2024.

Therefore, the proposed project has no potential to damage scenic resources within a State scenic highway and no impact would occur.

- 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?**

No impact. The project site and the surrounding area are fully urbanized and developed with commercial and freeway-oriented land uses. A potential impact would occur if the proposed project conflicted with the City’s zoning or the provisions of the ODA discussed above. The proposed project would be consistent with the existing zoning of the site, which is F-C with SV. Additionally, the signs would comply with the requirements of Municipal Code Section 153.170.110, effective July 19, 2024, governing construction and operations of electronic billboards. The proposed project would be subject to approval of an ODA Display Permit by Caltrans. The ODA Display Permit would assure that certain location and design features of the proposed project would be met, including, but not limited to, the following:

- The billboard must be located outside the right-of-way of any highway;
- There must be an existing business activity within 1,000 feet of the proposed billboard;
- The digital billboard must be 1,000 feet from any other digital billboard;
- The digital billboard must be 500 feet from any other static billboard; and
- The maximum display area is set at 25 feet in height by 60 feet in length.⁷

Exhibit 4 provides visual simulations of the proposed project from the I-10 corridor. The approval of the ODA Display Permit Application, in and of itself, would not lead to a physical change in the environment other than the foreseeable changes inherent of the construction and operation of the proposed billboard project described in this document. Accordingly, there would be no impact.

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

Less than significant impact. Exterior lighting is present within neighboring commercial areas to the north, east, and west of the project site. Lighting posts are located within roadways and parking lots adjacent to the I-10 corridor in the vicinity of the project site. The proposed project would result in an increase in ambient light generation via the projection of images on an LED interface that would be visible to motorists traveling on I-10. Because of the height of the billboard (80 feet), all or a portion of the LED display also would be visible from nearby properties, including the residential neighborhood to the north. As shown on Exhibit 5, the lighting study demonstrates that the illuminance from the sign at the residential property line will be less than 0.37 foot-candles. Light energy decreases exponentially with distance. Therefore, all residential use properties located farther from the sign would receive less than 0.37 foot-candles, or less than 50 percent of the maximum 0.74 foot-candles permitted by the California Energy Code. Therefore, the proposed project would not result in a light trespass impact at residential or sensitive use properties.

⁷ California Department of Transportation (Caltrans). 2021. Website: <https://dot.ca.gov/programs/traffic-operations/oda/permit-requirements>. Accessed July 22, 2024.

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Eastbound at 90 Feet

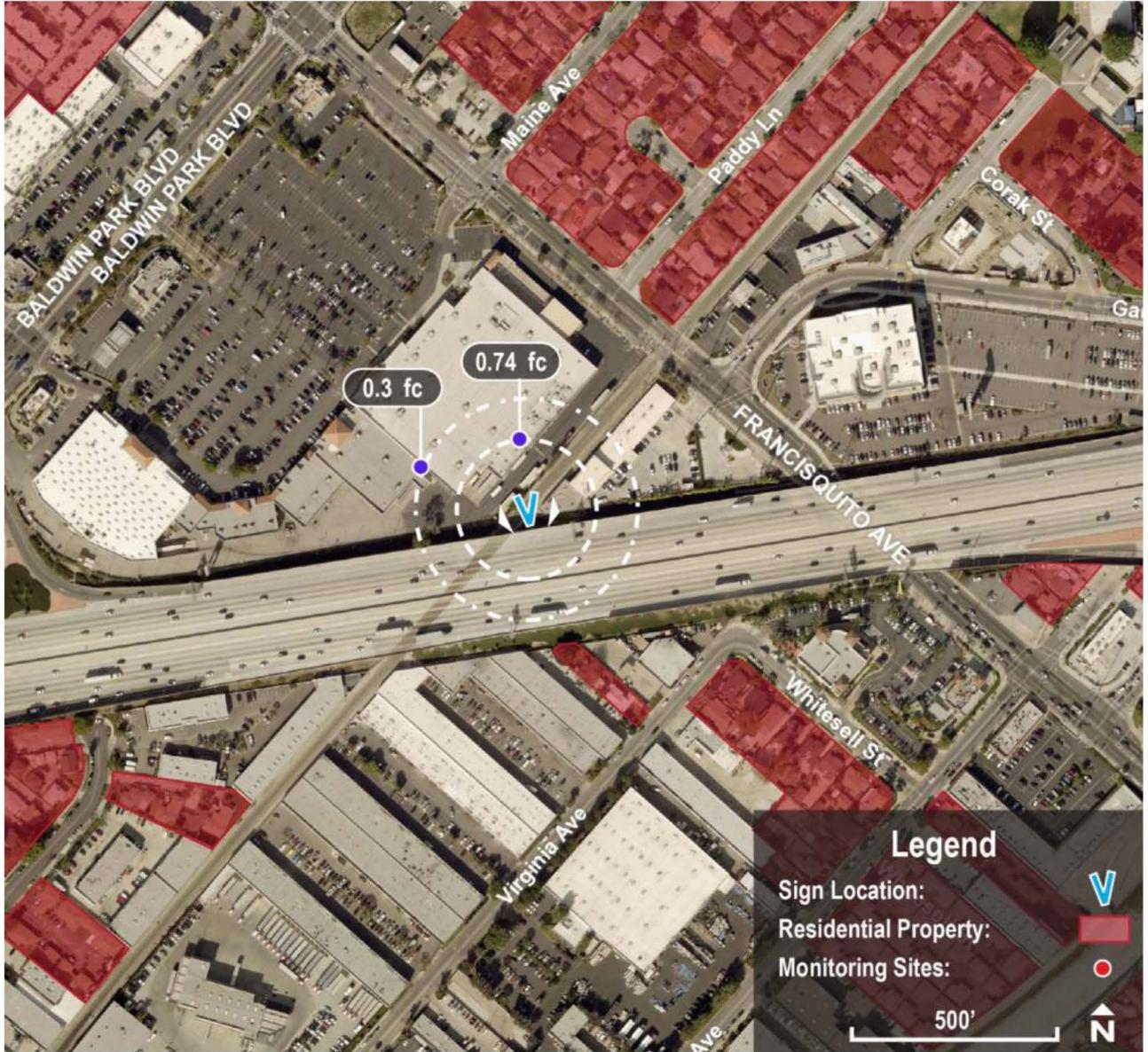


Westbound at 90 Feet



Source: De Novo Planning Group, 12/28/2020.

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Source: 07/23/2024.

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Municipal Code Section 153.170.110, effective July 19, 2024, regulates the operation of digital billboards with respect to illumination. The proposed billboard would be required to be equipped with automatic dimming controls, either by photocell (hardwire) or via software settings, in order to bring the lighting level down to avoid spillover and light trespass onto abutting or adjacent properties and to avoid glare at any time of the day. This feature would allow the billboard to meet the light intensity requirement with respect to changes in ambient light conditions.

Light measurements utilize foot-candles as a unit of lighting intensity, which is the amount of light produced by a single candle when measured from 1 foot away (for reference, a 100-watt light bulb produces 137 foot-candles 1 foot away). The threshold for a lighting impact is 0.7 foot-candles. Project operation would include the display of alternating LED advertisements on two back-to-back billboards projecting in a single direction. The proposed sign was evaluated in comparison to a conservative light trespass illuminance threshold of maximum 0.37 foot-candles, or less than 50 percent of the maximum 0.74 foot-candles permitted by the California Energy Code (CEC) for Zone 2, Urban Areas, as defined by the US Census. The nearest adjacent residential use property is located more than 350 feet from the proposed sign, and at that distance the illuminance from the sign at the residential property line would be less than 0.37 foot-candles. Light energy decreases exponentially with distance. Therefore, all residential use properties located farther from the proposed sign would receive less than 0.37 foot-candles, or less than 50 percent of the maximum permitted by the CEC.⁸ The maximum sign luminance would be substantially less than (82 percent less than) the maximum permitted by the California Vehicle Code during the night and during the day. Therefore, the sign would not create a source of glare for drivers on adjacent freeways or surface streets.

Compliance with the Municipal Code would ensure that the proposed project would not result in substantial light and/or glare that would adversely affect day or nighttime views in the area. Therefore, impacts would be less than significant.

Mitigation Measures

None required.

⁸ Francis Krahe & Associates. 2024. Baldwin Park Metro Sign Lighting Study. July 23.

Environmental Issues	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
<p>4.2 Agriculture and Forestry Resources <i>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:</i></p>				
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 nonagricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with existing zoning for agricultural use, or a Williamson Act Contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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))?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Result in the loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to nonagricultural use or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Existing Setting

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 prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland.⁹ 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 (CAL FIRE) regarding the State's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project and forest

⁹ California Department of Conservation. 1997. Website: https://www.conservation.ca.gov/dlrp/Pages/qh_lesa.aspx. Accessed July 22, 2024.

carbon measurement methodology provided in Forest Protocols as adopted by the California Air Resources Board (ARB).

The City of Baldwin Park does not contain any significant agricultural resources. The 18,300-square-foot project site contains SPRR tracks and 20-foot-wide strips of exposed soil on either side. Small shrubs and trees are scattered along the undeveloped strips.

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 nonagricultural use?

No impact. The project site contains small shrubs and trees scattered along the SPRR tracks. There are no agricultural operations located on the project site. According to the California Department of Conservation Important Farmland Finder, there are no lands classified as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance on or near the project site.¹⁰ Therefore, the proposed project would not directly or indirectly convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance to nonagricultural use. No impacts would occur.

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

No impact. The project site and surrounding area do not include agricultural zoning or agricultural uses and is commercial in nature. The project site is zoned as F-C with SV Overlay by the City's General Plan Zoning Map (Exhibit 5).¹¹ Additionally, there are no Williamson Act Contracts within project site boundaries.¹² The project site does not contain agricultural zoning and, as such, does not contain Williamson Act lands. No impacts 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 contains small shrubs and trees scattered along the SPRR tracks. The project site does not contain forest land, timberland, or timberland zoned Timberland Production. The project site is currently zoned as F-C, which does not include forest or timberland uses. As such, the proposed project would not 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 impacts would occur.

¹⁰ California Department of Conservation. 2022. California Important Farmland Finder. Website: <https://maps.conservation.ca.gov/dlrp/ciff/>. Accessed July 22, 2024.

¹¹ City of Baldwin Park. September 2022. City of Baldwin Park 2020 General Plan Zoning Map. Website: <https://www.baldwinpark.com/DocumentCenter/View/681/Zoning-Map-Book-December-2019-PDF?bidId=>. Accessed July 22, 2024.

¹² California Department of Conservation. 2022. California Williamson Act Enrollment Finder. Website: <https://maps.conservation.ca.gov/dlrp/WilliamsonAct/>. Accessed July 22, 2024.

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

No impact. The project site does not contain any Forest Land or Forestry Resources. Therefore, project implementation would not result in the loss of forest land or conversion of forest land to non-forest use. No impacts would occur.

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

No impact. The project site does not contain any Forest Land or Forestry Resources. Therefore, project implementation would not involve other changes in the existing environment which, due to their location or nature, could result in conversion of forest land to non-forest use. No impacts would occur.

Mitigation Measures

None required.

Environmental Issues	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
4.3 Air Quality <i>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.</i> <i>Would the project:</i>				
a) Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is nonattainment under an applicable federal or State ambient air quality standard?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Result in other emissions (such as those leading to odors or) adversely affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Existing Setting

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.

The proposed project is located within the City of Baldwin Park, in Los Angeles County, which is within the South Coast Air Basin (SoCAB). The SoCAB includes all of Orange County, Los Angeles County (except for the Antelope Valley), the non-desert portion of western San Bernardino County, and the western and Coachella Valley portions of Riverside County. The San Gabriel, San Bernardino, and San Jacinto Mountains bound the SoCAB on the north and east while the Pacific Ocean lies to the west of the SoCAB. The southern limit of the SoCAB is the San Diego County line. The SoCAB is under the jurisdiction of South Coast Air Quality Management District (SCAQMD).¹³

The air pollutants for which national and State standards have been promulgated and that are most relevant to air quality planning and regulation in the SoCAB include ozone (O₃), nitrogen oxides (NO_x), carbon monoxide (CO), particulate matter, including dust, 10 microns or less in diameter (PM₁₀), and particulate matter, including dust, 2.5 microns or less in diameter (PM_{2.5}). In addition, toxic air contaminants (TACs) are of concern in SoCAB. Each of these pollutants is briefly described below. Other pollutants that are regulated but not considered an issue in the project area are sulfur dioxide, vinyl chloride, sulfates, hydrogen sulfide, and lead; the proposed project would not emit substantial quantities of those pollutants, so they are not discussed further in this section.

¹³ South Coast Air Quality Management District (SCAQMD). 2022. Air Quality Management Plan. Website: <https://www.aqmd.gov/home/air-quality/air-quality-management-plans/air-quality-mgt-plan>. Accessed July 23, 2024.

Construction and operation of the proposed project would be subject to applicable SCAQMD rules and requirements. The SCAQMD CEQA Guidelines were developed to assist local jurisdictions and lead agencies in complying with the requirements of CEQA regarding potentially adverse impacts to air quality.¹⁴ The City has adopted a dust control ordinance and provisions for site watering during construction to minimize particulates.

Baldwin Park is located in a highly urbanized environment with the few remaining vacant acreages gradually being developed. Particulate emissions arising from various sources within Baldwin Park contribute to the degradation of the region's air quality.

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

Less than significant impact. The SCAQMD has adopted a series of Air Quality Management Plans (AQMPs) to meet State and federal ambient air quality standards. AQMPs are updated regularly in order to more effectively reduce emissions and accommodate growth. The most recent AQMP (2016) was adopted by the SCAQMD Governing Board. The SCAQMD established criteria for determining consistency with their AQMP, which are defined in Chapter 12, Sections 12.2 and 12.3 of the SCAQMD CEQA Air Quality Handbook and are discussed below.

- **Consistency Criterion No. 1:** A proposed project would not result in an increase in the frequency or severity of existing air quality violations, or cause or contribute to new violations, or delay the timely attainment of the AQMP's air quality standards or the interim emissions reductions.
- **Consistency Criterion No. 2:** A proposed project would not exceed the AQMP's assumptions or increments based on the years of the project buildout phase.

The 2022 AQMP is the current applicable regional Air Quality Plan (AQP) of SCAQMD. On December 2, 2022, the SCAQMD adopted the 2022 AQMP. The primary goals of the AQP are to protect public health and protect the climate. The 2022 AQMP continues the efforts to attain the 2015 8-hour ozone standard of 70 parts per billion (ppb) by 2037. The 2022 AQMP also updates previous attainment plans for ozone and PM_{2.5} that have not yet been met.¹⁵

Because the proposed project does not involve population or employment growth, determining consistency with the 2022 AQMP involves assessing whether applicable control measures contained in the 2022 AQMP are implemented and whether implementation of the proposed project would disrupt or hinder implementation of AQP control measures. While none of the control measures contained in the 2022 AQMP are applicable to the construction nor operation of electronic billboards, all projects within SCAQMD's jurisdiction are required to implement Rule 403 (listed in Setting section above) as the best available control measures during construction activities. As discussed in Impact 2.3(b), the proposed project would implement all best available control measures consistent with Rule 403 during construction activities and would be consistent with the

¹⁴ South Coast Air Quality Management District (SCAQMD). 2022. Air Quality Analysis Handbook. Website: <https://www.aqmd.gov/home/rules-compliance/ceqa/air-quality-analysis-handbook>. Accessed July 23, 2024.

¹⁵ South Coast Air Quality Management District (SCAQMD). 2022. Air Quality Management Plan. Website: <https://www.aqmd.gov/home/air-quality/air-quality-management-plans/air-quality-mgt-plan>. Accessed July 23, 2024.

assumptions in the AQMP. Furthermore, the proposed project would not include any special features that would disrupt or hinder implementation of the AQMP control measures. Therefore, the proposed project would not conflict with or obstruct implementation of the 2022 AQMP. 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 nonattainment under an applicable federal or State ambient air quality standard?

Less than significant impact. The SCAQMD’s thresholds of significance represent the allowable amount of emissions a project can generate without generating a cumulatively considerable contribution to regional air quality impacts. Therefore, a project that would not exceed the SCAQMD thresholds of significance on a project level also would not be considered to result in a cumulatively considerable contribution to these regional air quality impacts.

The SoCAB does not achieve the State of California standards for O₃, PM₁₀, and PM_{2.5}, and also does not achieve federal standards for O₃ and PM_{2.5}.¹⁶ As a single sign project with minimal construction and operational-related emissions, the proposed project would result in a negligible level of emissions in comparison to SCAQMD’s regional thresholds of significance. Therefore, the project would not result in a cumulatively considerable net increase in emissions. Accordingly, implementation of the proposed project would not substantially contribute to a net increase of any criteria pollutants for which the project region is nonattainment or is considered an O₃ precursor; therefore, impacts would be less than significant and less than cumulatively considerable.

c) Expose sensitive receptors to substantial pollutant concentrations?

Less than significant impact. This impact evaluates the potential for the proposed project’s construction and operational emissions to expose sensitive receptors to substantial pollutant concentration. Sensitive receptors are defined as those individuals who are sensitive to air pollution including children, the elderly, and persons with preexisting respiratory or cardiovascular illness. For purposes of CEQA, the SCAQMD considers a sensitive receptor to be a location where a sensitive individual could remain for 24 hours, such as residences, hospitals, or convalescent facilities.¹⁷ For the proposed project, the closest off-site sensitive receptor is a residence located approximately 200 feet northwest of the project boundary.

As described in Impact 4.3(b), above, project-related construction and operation would not produce emissions above the SCAQMD’s regional thresholds of significance. In addition, due to the nature of the proposed project (proposed stationary digital billboard), its trip generation would be nominal at one two-way trip approximately six to eight times per year for billboard maintenance. A maximum of one two-way trip approximately six to eight times per year is not significant enough to result in a CO “hotspot” that could lead to an exceedance of the State’s CO standards. Accordingly, no

¹⁶ SCAQMD, Air Quality Handbook, 2013, Ch. 2.

¹⁷ South Coast Air Quality Management District (SCAQMD). 2008. Final Localized Significance Threshold Methodology. Revised July 2008. Website: <https://www.aqmd.gov/docs/default-source/ceqa/handbook/localized-significance-thresholds/final-lst-methodology-document.pdf?sfvrsn=2>. Accessed July 23, 2024.

substantial pollutant concentrations would result from the project's construction or operation and a less than significant impact to sensitive receptors would occur.

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

Less than significant impact. The proposed project would involve the construction and operation of a digital billboard, which is not a land use typically associated with emitting objectionable odors. Potential temporary odor sources associated with the construction of the proposed project may result from construction equipment exhaust and the application of asphalt (if necessary for project construction). Construction-related odor emissions would be temporary, short-term, and intermittent in nature and would cease upon completion of the respective phases of construction. In addition, these types of odors are common in construction activities and are not considered to be offensive or objectionable to a large portion of the population. As such, odor emissions associated with construction activities is considered less than significant. The project's construction-generated refuse would be stored in covered containers and removed at regular intervals in compliance with the City's solid waste regulations. The proposed project would also be required to comply with SCAQMD Rule 402 to prevent occurrences of public nuisances related to odors. Therefore, odors associated with construction and operation of the proposed project would be less than significant and no mitigation is required.

Mitigation Measures

None required.

Environmental Issues	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
4.4 Biological Resources <i>Would the project:</i>				
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 Wildlife or United States Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the California Department of Fish and Wildlife or United States Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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 wildlife nursery sites?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

- 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 Wildlife or United States Fish and Wildlife Service?**

No impact. Under existing conditions, areas within 500 feet of the project site are urbanized, with no native vegetation communities or wildlife habitats present. The proposed 10-foot by 10-foot disturbance area of on the northwestern portion of the project site does not contain native habitat or

sensitive plant species or vegetation that serve as habitat to sensitive animal species. Accordingly, no impacts to sensitive species would occur.

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

No impact. The area surrounding the potential project site is fully developed. The site does not contain any naturally occurring vegetation communities that could be considered as sensitive, including riparian habitat. Therefore, 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 project site occurs in an urban developed area in the City of Baldwin Park. No wetlands or other hydrological features that meet criteria as waters of the United States or waters of the State are present within the proposed project site. Additionally, the project site is not located adjacent to any known potentially jurisdictional water body. The nearest jurisdictional feature is the Los Angeles River channel, located approximately 0.29 miles south of the project site. Therefore, 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 wildlife nursery sites?**

Less than significant impact. Under existing conditions, the project site does not provide habitat for native species, is not part of a terrestrial wildlife movement corridor, and does not serve as a native wildlife nursery site. The project does not entail the removal of any trees or other vegetation where nesting birds may be present. Regardless, mandatory compliance with the federal Migratory Bird Treaty Act (MBTA) would preclude impacts to nesting birds in the unlikely event that nesting birds are present at the site during construction activities. Accordingly, implementation of the proposed project would have no potential to interfere with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or with 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?**

No impact. City of Baldwin Park Ordinance 153.165 governs tree preservation and protection. However, construction of the billboard would not require the removal of trees, and the proposed project would not conflict with any other local policies or ordinances protecting biological resources. Therefore, no impact would occur.

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. According to the California Department of Fish and Wildlife (CDFW), there are no Habitat Conservation Plans, Natural Community Conservation Plans, or other approved local, regional, or State Habitat Conservation Plans applicable to the project site.¹⁸ Therefore, the proposed project has no potential to conflict with any of the above and no impact would occur.

Mitigation Measures

None required.

¹⁸ California Department of Fish and Wildlife (CDFW). 2024. NCCP Plan Summaries. Website: <https://wildlife.ca.gov/Conservation/Planning/NCCP>. Accessed July 23, 2024.

Environmental Issues	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
4.5 Cultural Resources <i>Would the project:</i>				
a) Cause a substantial adverse change in the significance of a historical resource as pursuant to Section 15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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

No impact. The subject property is not included in the National Register of Historic Places (NRHP), the California Register of Historical Resources (CRHR), or the California Built Environment Resource Directory (BERD). Additionally, the records search conducted at the South Central Coastal Information Center (SCCIC) and a pedestrian survey conducted by a qualified Archaeologist failed to identify historic resources within the project boundaries. Thus, no impact to historical resources would occur.

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

Less than significant impact with mitigation incorporated. The records search conducted at the SCCIC for the project site and its 0.5-mile surrounding radius, identified five archaeological resources (all five are historic), none of which are located within the project boundaries. In addition, the results of the pedestrian survey did not locate or identify any archaeological resources. Nevertheless, it is possible that earthmoving activities associated with project construction could encounter previously undiscovered archaeological resources. Archaeological resources can include but are not limited to stone, bone, wood, or shell artifacts or features, including hearths and structural elements. Damage or destruction of these resources would be a potentially significant impact. Implementation of MM CUL-1 would ensure that this potential impact is reduced to a less than significant level.

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

No impact. No human remains or cemeteries are known to exist within or near the project site. Although human remains within the project site are unlikely, there is always the possibility that earthmoving activities associated with project construction could potentially damage or destroy previously undiscovered human remains. In the event of the accidental discovery or recognition of

any human remains, CEQA Guidelines Section 15064.5, Health and Safety Code Section 7050.5, and Public Resources Code Sections 5097.94 and 5097.98 must be followed. Pursuant to California Public Resources Code Section 5097.98(b), remains shall be left in place and free from disturbance until a final decision as to the treatment and disposition has been made by the Coroner. If the Coroner determines the remains to be Native American, the California Native American Heritage Commission (NAHC) must be contacted and the NAHC must then immediately notify the “most likely descendant(s)” of receiving notification of the discovery. The most likely descendant(s) shall then make recommendations within 48 hours and engage in consultations concerning the treatment of the remains as provided in Public Resources Code Section 5097.98. Mandatory compliance with these requirements would ensure that potential impacts associated with the discovery of human remains would not occur.

Mitigation Measures

- MM CR-1** Prior to the issuance of a grading permit, the Project Applicant or construction contractor shall provide evidence to the City of Baldwin Park that the construction site supervisors and crew members involved with grading and trenching operations are trained to recognize archaeological resources, should such resources be unearthed during ground-disturbing construction activities. At the request of the City of Baldwin Park, and if required by the consulting Tribe, the Project Applicant shall retain a Tribal Monitor to be present to monitor the augering phase of construction-related activities. If a suspected archaeological resource is identified on the property, the construction supervisor shall be required by his contract to immediately halt subsurface ground-disturbing activities and seek identification and evaluation of the suspected resource by a professional Archaeologist. This requirement shall be noted on all grading plans and the construction contractor shall be obligated to comply with the note. The Archaeologist shall evaluate the suspected resource and make a determination of significance pursuant to California Public Resources Code Section 15064.5(a). If the resource is not a significant archaeological resource, further mitigation is not required. If the resource is significant, MM CR-2 shall apply.
- MM CR-2** If a significant archaeological resource(s) is discovered, the Archaeological Monitor, the Project Applicant, and the City of Baldwin Park Community Development Department shall confer regarding mitigation of the discovered resource(s) pursuant to California Public Resources Code Section 21083.2. A treatment plan shall be prepared, approved by the City of Baldwin Park Community Development Department, and implemented by the Archaeologist.

Environmental Issues	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
4.6 Energy <i>Would the project:</i>				
a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Conflict with or obstruct a State or local plan for renewable energy or energy efficiency?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

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. Conserving energy includes decreasing overall energy consumption, decreasing reliance on natural gas and oil, and increasing reliance on renewable energy sources. In particular, the proposed project would be considered “wasteful, inefficient, and unnecessary” if it were to violate State and federal energy standards and/or result in significant adverse impacts related to project energy requirements, energy inefficiencies, energy intensiveness of materials, cause significant impacts on local and regional energy supplies or generate requirements for additional capacity, fail to comply with existing energy standards, otherwise result in significant adverse impacts on energy resources, or conflict or create an inconsistency with applicable plan, policy, or regulation.

During construction, the proposed project would result in energy consumption through the combustion of fossil fuels in construction vehicles, worker commute vehicles, and construction equipment and the use of electricity for temporary buildings, lighting, and other sources. No natural gas would be utilized as part of construction. Fossil fuels used for construction vehicles and other energy-consuming equipment would be used during demolition, grading, paving, and building construction activities. The types of equipment could include gasoline- and diesel-powered construction and transportation equipment, including trucks, bulldozers, front-end loaders, forklifts, and cranes. Other equipment could include electrically driven equipment such as pumps and other tools. Based on CalEEMod estimates for the proposed project, construction-related worker and hauling vehicle trips would consume an estimated 253 gallons of diesel and gasoline, combined, and construction-related equipment would consume an estimated 460 gallons of diesel and gasoline, combined, during project construction.

Limitations on idling of vehicles and equipment and requirements that equipment be properly maintained would result in fuel savings. California Code of Regulations Title 13, Sections 2449(d)(3) and 2485 limit idling from both on-road and off-road diesel-powered equipment and are enforced by the ARB. In addition, given the cost of fuel, contractors and owners have a strong financial incentive to avoid wasteful, inefficient, and unnecessary consumption of energy during construction.

Because of the temporary nature of construction and the financial incentives for developers and contractors to implement energy-efficient practices, project construction activities would not result in wasteful, inefficient, and unnecessary consumption of energy.

The proposed project would use a limited amount energy resources for the operation of the digital billboard (e.g., electricity), for on-road vehicle trips 6–8 times per year for maintenance (e.g., gasoline and diesel fuel) generated by the proposed project (both during project construction and operation), and from off-road construction activities associated with the proposed project (e.g., diesel fuel). Each of these activities would require the use of energy resources. The Project Applicant would be responsible for conserving energy, to the extent feasible, and would be required to comply with Statewide and local measures regarding energy conservation, such as Title 24 building efficiency standards.

The proposed project would be in compliance with all applicable federal, State, and local regulations regulating energy usage. Therefore, the impact related to fuel and electricity consumption would be less than significant.

b) Conflict with or obstruct a State or local plan for renewable energy or energy efficiency?

Less than significant impact. As described above, construction activities would involve energy consumption in various forms and would be limited by California regulations such as California Code of Regulations Title 13, Sections 2449(d)(3) and 2485, which limit idling from both on-road and off-road diesel-powered equipment and are enforced by the ARB. The proposed project would be required to comply with these regulations. There are no renewable energy standards applicable to construction activities for the proposed project.

Thus, it is anticipated that construction of the proposed project would not conflict with any applicable plan, policy, or regulation adopted for the purpose of reducing energy use or increasing the use of renewable energy.

Additionally, the proposed project would consume electricity delivered by a California utility during operation. According to Senate Bill (SB)100, California’s Renewables Portfolio Standard (RPS) requires that 100 percent of electricity retail sales in California be sourced with renewable energy sources by 2045. Southern California Edison (SCE) would provide the electricity to the proposed project through the existing grid. SB 32 mandates a Statewide greenhouse gas (GHG) emissions reduction goal to 40 percent below 1990 levels by the year 2030. Further, Assembly Bill (AB) 1279 establishes a new Statewide goal to achieve net zero GHG emissions by 2045 at the latest and maintain net negative emissions after 2045.¹⁹ Therefore, the proposed project would receive electricity from a utility company that meets California’s RPS requirements as well as the State requirements through 2045.

In addition, the proposed project would be designed and constructed in accordance with the applicable State’s Title 24 energy efficiency standards. Part 6 of Title 24 Part 11 sets the sign lighting control measures for nonresidential buildings. Chapters 4 and 5 of Title 24 establish mandatory

¹⁹ State of California. Executive Order B-55-18 to Achieve Carbon Neutrality. Website: <https://www.ca.gov/archive/gov39/wp-content/uploads/2018/09/9.10.18-Executive-Order.pdf>. Accessed July 23, 2024.

measures for nonresidential buildings, including material conservation and resource efficiency. The proposed project would be required to comply with these mandatory measures and would be constructed in accordance with City standards. Thus, the proposed project would not conflict with any applicable plan, policy, or regulation adopted for the purpose of reducing energy use or increasing the use of renewable energy. This impact would be less than significant.

Mitigation Measures

None required.

Environmental Issues	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
4.7 Geology and Soils				
<i>Would the project:</i>				
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.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
ii) Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii) Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iv) Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Existing Setting

Geologic and seismic issues particularly relevant to Baldwin Park include the potential for earthquake activity and secondary effects related to faults in the region. No active faults traverse the

City. However, several major faults have been identified in the region with the potential to cause damage in Baldwin Park, as identified in Figure PS-1 of the General Plan.²⁰

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.**

No impact. There are no faults on the project site, and the project site is not located within an Alquist-Priolo earthquake fault zone.²¹ Therefore, there is no potential for ground rupture at the site.

- ii) Strong seismic ground shaking?**

Less than significant impact. Southern California is a seismically active area and properties in the City of Baldwin Park, including the project site, are subject to periodic ground shaking and other effects from earthquake activity along nearby and regional faults. Fault zones in the regional vicinity with the potential to cause moderate ground shaking in the City of Baldwin Park include the San Andreas Fault Zone, the Sierra Madre Fault Zone, the Newport-Inglewood Fault, the Norwalk Fault, and the Whittier Fault.²²

Like all other development projects within Southern California, the proposed project has the potential to expose people or structures to adverse effects associated with seismic events. The proposed project would be required to comply with the most current California Building Standards Code (CBC), which requires the incorporation of special structural design standards to attenuate hazards associated with credible seismic ground shaking events that are anticipated within the project site and surrounding area. Compliance with applicable requirements of the CBC would be assured through future City review of construction permits, which would require that strong seismic ground shaking effects are attenuated.²³ As such, impacts would be less than significant, and mitigation is not required.

- iii) Seismic-related ground failure, including liquefaction?**

Less than significant impact. The project site is located within a current mapped California Geological Survey (CGS) Liquefaction Hazard Zone.²⁴ Liquefaction typically occurs in loose granular and cohesionless soils with shallow groundwater (within approximately 50 feet below ground surface [bgs]). During an earthquake, distortion of soil mass occurs and pore pressure increases

²⁰ City of Baldwin Park. 2002. City of Baldwin Park 2020 General Plan Public Safety Element. Website: <https://www.baldwinpark.com/DocumentCenter/View/565/Public-Safety-PDF>. Accessed July 23, 2024.

²¹ United States Geological Survey. 2024. Earthquake Zones of Required Investigation. Website: <https://maps.conservation.ca.gov/cgs/EQZApp/>. Accessed July 23, 2024.

²² Ibid.

²³ City of Baldwin Park. 2002. City of Baldwin Park 2020 General Plan Public Safety Element. Website: <https://www.baldwinpark.com/DocumentCenter/View/565/Public-Safety-PDF>. Accessed July 23, 2024.

²⁴ United States Geological Survey. 2024. Earthquake Zones of Required Investigation. Website: <https://maps.conservation.ca.gov/cgs/EQZApp/>. Accessed July 23, 2024.

resulting in a decrease in bearing capacity. After dissipation of the excess pore pressures, the saturated soils tend to settle. According to the City's General Plan EIR, data provided by water service providers in the City of Baldwin Park indicate that the depth to groundwater throughout the City is greater than 50 feet bgs; therefore, the potential for liquefaction hazard is low.²⁵ Nonetheless, compliance with applicable requirements of the CBC would be assured through future City review of construction permits, which would require that strong seismic ground shaking effects that may lead to liquefaction are attenuated. As such, impacts would be less than significant, and mitigation is not required.

iv) Landslides?

No impact. The project site is not located within a current mapped California Earthquake-Induced Landslide Hazard Zone.²⁶ Additionally, the project site and surrounding area is generally flat and lacking prominent topographical features. As such, no impacts related to landslides would occur, and mitigation is not required.

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

No impact. Limited excavation would be required for installation of the billboard support column and associated utility connections. Project excavation could remove some soil from the project site; however, excavated soil would not remain on-site and would immediately be transported to the Puente Hills Material Recovery Facility (MRF), located approximately 6 miles southwest of the project site. Given the currently developed character of the project site, the limited area of disturbance, and the fact that excavated soil would not be left on-site to erode, no impacts related to soil erosion or loss of topsoil would be anticipated. Additionally, the long-term operation of the project as a digital billboard would not result in increased erosion effects and would not increase the volume or velocity of water discharged from the site. Accordingly, no impacts related to soil erosion or loss of topsoil would occur and no mitigation is 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. Potential landslide, lateral spreading, soil stability, and liquefaction hazards are addressed above under the discussion and analysis of Impact 2.7(a) and (b). As discussed under Impact 2.7(a) and (b), with mandatory compliance with applicable requirements and standards of the CBC, impacts due to landslides and liquefaction would be less than significant and mitigation is not required. Additionally, the project site is partially developed and the likelihood for the proposed project to be subject to unstable soils is low. The billboard column is proposed to be secured to a footing installed at a depth of approximately 20 to 30 feet bgs to ensure stability. Based on the foregoing analysis, and with mandatory compliance with the CBC requirements, the proposed

²⁵ City of Baldwin Park. 2002. City of Baldwin Park 2020 General Plan Public Safety Element. Website: <https://www.baldwinpark.com/DocumentCenter/View/565/Public-Safety-PDF>. Accessed July 23, 2024.

²⁶ United States Geological Survey. 2024. Earthquake Zones of Required Investigation. Website: <https://maps.conservation.ca.gov/cgs/EQZApp/>. Accessed July 23, 2024.

project would result in less than significant impacts due to unstable soil conditions that could result in on- or off-site landslides, lateral spreading, subsidence, liquefaction, and 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?

No impact. No grading or significant excavation activities would be required as part of the construction of the proposed billboard. The billboard column is proposed to be secured in an approximately 20- to 30-foot-deep footing to ensure stability. Accordingly, the proposed project would not create a substantial risk to life or property associated with expansive soils. No impact would occur.

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 proposed project is a digital billboard and would not utilize septic tanks or alternative wastewater disposal systems. Therefore, no impact would occur.

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

Less than significant impact. The project site is not known to have ever contained a unique paleontological resource or contain a unique geologic feature. Therefore, impacts would be less than significant, and mitigation is not required.

Mitigation Measures

None required.

Environmental Issues	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
4.8 Greenhouse Gas Emissions <i>Would the project:</i>				
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Conflict with any applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Existing Setting

The City of Baldwin Park and the project site are located within the SoCAB, which is under the jurisdiction of the SCAQMD. The SCAQMD formed a working group to identify GHG emissions thresholds for land use projects that could be used by local lead agencies in the air basin in 2008. The working group developed several different options that are contained in the SCAQMD Draft Guidance Document—Interim CEQA GHG Significance Threshold (Interim GHG Thresholds) that could be applied by lead agencies. The working group has not provided additional guidance since release of the interim guidance in 2008. In 2010, the SCAQMD Tier 3 threshold was expanded to include non-industrial projects, as explained in the minutes from the most recent working group meeting.²⁷ The SCAQMD Board has not approved the thresholds; however, the Guidance Document provides substantial evidence supporting the approaches to significance of GHG emissions that can be considered by the lead agency in adopting its own threshold. The current interim thresholds consist of the following tiered approach:

- Tier 1 consists of evaluating whether or not the project qualifies for any applicable exemption under CEQA.
- Tier 2 consists of determining whether the project is consistent with a GHG reduction plan. If a project is consistent with a qualifying local GHG reduction plan, it does not have significant GHG emissions.
- Tier 3 consists of screening values, which the lead agency can choose but which must be consistent with all projects within its jurisdiction. A project’s construction emissions are averaged over 30 years and are added to the project’s operational emissions. If a project’s emissions are below one of the following screening thresholds, then the project is less than significant:
 - All land use types: 3,000 metric ton (MT) carbon dioxide equivalent (CO₂e) per year

²⁷ South Coast Air Quality Management District (SCAQMD). 2010. Greenhouse Gas CEQA Threshold Stakeholder Working Group Meeting #15. September 28. Website: [https://www.aqmd.gov/docs/default-source/ceqa/handbook/greenhouse-gases-\(ghg\)-ceqa-significance-thresholds/year-2008-2009/ghg-meeting-15/ghg-meeting-15-main-presentation.pdf](https://www.aqmd.gov/docs/default-source/ceqa/handbook/greenhouse-gases-(ghg)-ceqa-significance-thresholds/year-2008-2009/ghg-meeting-15/ghg-meeting-15-main-presentation.pdf). Accessed July 23, 2024.

- Based on land use type: residential: 3,500 MT CO₂e per year; commercial: 1,400 MT CO₂e per year; industrial: 10,000 MT CO₂e per year; or mixed use: 3,000 MT CO₂e per year
- Tier 4 has the following options:
 - Option 1: Reduce business as usual (BAU) emissions by a certain percentage; this percentage is currently undefined.
 - Option 2: Early implementation of applicable AB 32 Scoping Plan measures.
 - Option 3, 2020 target for service population (SP), which includes residents and employees: 4.8 MT CO₂e/SP/year for projects and 6.6 MT CO₂e/SP/year for plans.
 - Option 3, 2035 target: 3.0 MT CO₂e/SP/year for projects and 4.1 MT CO₂e/SP/year for plans.
- Tier 5 involves mitigation offsets to achieve target significance threshold.

The SCAQMD's project-level significance threshold for operational GHG generation was deemed appropriate to use when determining the proposed project's potential GHG impacts. The thresholds suggested by the SCAQMD for the proposed project's operational GHG generation are as follows:

- Compliance with a qualified GHG Reduction Strategy
- 1,400 MT CO₂e per year for commercial land use

This analysis is restricted to GHGs identified by AB 32, which include carbon dioxide, methane, nitrous oxide, hydrofluorocarbons, perfluorocarbons, and sulfur hexafluoride.

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

Less than significant impact. The proposed project would generate GHG emissions during construction and operation (e.g., mobile emissions, emissions from generation of electricity for operations, and emissions of from the manufacturing and transport of building materials).

During project construction, GHGs would be generated by construction activities such as site clearing, operation of heavy-duty construction vehicles, materials and debris hauling, paving, and construction worker vehicle trips. These emissions would be considered short-term in duration. The SCAQMD recommends that a project's construction emissions are averaged over 30 years and added to the project's operational emissions.

Operational activities associated with the proposed project would result in emissions of CO₂, CH₄, and N₂O strictly from energy source emissions from the proposed project's electricity demand and mobile source emissions as a result of billboard maintenance visits (six to eight times per year). Additionally, construction activities would be minor and last approximately 1 week. Therefore, project-related construction and operation would produce a negligible amount of emissions compared to the SCAQMD's interim threshold of 3,000 MT CO₂e per year. Therefore, the proposed project would result in a less than significant impact to GHG emissions, and mitigation is not required.

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

Less than significant impact. The City has not adopted a Climate Action Plan (CAP). However, the City's General Plan sets forth actionable items related to energy and GHG as shown in the setting section, most of which relate to energy use in commercial or residential buildings. None of the implementation action items would be directly applicable to operation of the proposed new LED billboards.

In reviewing of the City's General Plan policies and the ARB 2022 Scoping Plan Update,²⁸ the proposed project would not conflict with any of the policies, regulations, or guidelines in the City's General Plan, or any other applicable plan and/or regulations adopted for the purposes of reducing GHG emissions. Furthermore, as discussed in Impact 2.8(a) above, the proposed project would not generate substantial GHG emissions during construction or operation. Therefore, this impact would be less than significant.

Mitigation Measures

None required.

²⁸ California Air Resources Board (ARB). 2022. 2022 Scoping Plan for Achieving Carbon Neutrality. November. Website: https://ww2.arb.ca.gov/sites/default/files/2022-12/2022-sp_1.pdf. Accessed July 23, 2024.

Environmental Issues	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
4.9 Hazards and Hazardous Materials				
<i>Would the project:</i>				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Expose people or structures, either directly or indirectly to a significant risk of loss, injury or death involving wildland fires?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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?**

Less than significant impact. Implementation of the proposed project would result in the construction and operation of a digital billboard. While construction of the proposed billboard would disturb soil, there are no known hazardous materials at the project site and no hazardous materials would be emitted during operation of the billboard. According to Figure PS-3 of the General Plan,

there are no identified facilities that generate, transport, treat, store, or dispose of hazardous waste on the project site.

Project maintenance may require the removal and replacement of defective LED enclosures, thereby resulting in waste from the disposal of the LED unit. However, LED bulbs are not considered toxic or hazardous and are disposed of in regular landfills. Moreover, implementation and compliance with Municipal Code Section 153.140.030, Hazardous Materials and Waste, would further ensure that any potential impacts would be less than significant.²⁹ There are no other components of the proposed construction or operation characteristics that would have the potential to create a significant hazard to the public or the environment through routine transport, use, or disposal of hazardous materials. Therefore, impacts would be less than significant, and no mitigation would be required.

While construction of the proposed billboard would disturb soil, there are no known hazardous materials at the project site and no hazardous materials would be emitted during operation of the billboard. However, heavy equipment would be used during construction of the proposed project, which would be fueled and maintained by substances such as oil, diesel fuel, gasoline, hydraulic fluid, and other liquid materials that would be considered hazardous if improperly stored or handled. Improper use, storage, or transportation of hazardous materials could result in accidental releases or spills, potentially posing health risks to workers, the public, and the environment. This is a standard risk on all construction sites, and there would be no greater risk for improper handling, transportation, or spills associated with the proposed project than would occur on any other similar construction site; such impacts would be less than significant, and no mitigation is required.

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. The project site is not located within 0.25 mile of an existing or proposed school. The nearest school to the project site is Orangewood Elementary School, located at 1440 South Orange Avenue, approximately 1.5 miles southeast of the project site. Therefore, the proposed project would not have the potential to emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within 0.25 mile of an existing or proposed school. No impact would occur, and no mitigation is required.

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?

No impact. According to the California Department of Toxic Substances Control (DTSC) EnviroStor Database, the project site and its vicinity do not contain any sites listed on the Cortese List. The City of Baldwin Park contains 11 sites listed on the Cortese List, the closest of which is located approximately 0.4 mile southeast of the project site.³⁰ Because of the lack of Cortese List sites within project site boundaries, there would be no impact.

²⁹ City of Baldwin Park. 2022. City of Baldwin Park Municipal Code Section 153.140.030, Hazardous Materials and Waste. Website: https://codelibrary.amlegal.com/codes/baldwinpark/latest/baldwinpark_ca/0-0-0-10496. Accessed July 23, 2024.

³⁰ California Department of Toxic Substances Control (DTSC). 2024. DTSC Envirostar Database. Website: https://www.envirostor.dtsc.ca.gov/public/search?CMD=search&city=Baldwin+Park&zip=91706&county=Los+Angeles&case_num

- 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 airport to the project site is the San Gabriel Valley Airport, which is located approximately 3.5 miles northwest of the project site. According to the Los Angeles County Airport Land Use Commission (ALUC), the project site is not located within the influence area of any known airport within the County of Los Angeles.^{31, 32} Therefore, no airport safety impacts would occur, and no mitigation is required.

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

No impact. Because of the inherent small-scale nature and location of the proposed billboard on the southwestern portion of the developed project site, the proposed project would not physically interfere with an adopted emergency response plan or emergency evacuation plan. Based on Figure PS-4 in the General Plan, the closest emergency evacuation route is located on Baldwin Park Boulevard, adjacent to the project site.³³ A benefit of the proposed digital billboard is that it can also be used to display emergency messages to the public. Additionally, all construction activities would occur on-site, and no roadway closures would be required. No impact would occur, and mitigation is not required.

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

No impact. The City's General Plan states that because Baldwin Park is an urbanized community, structural fires rather than wildland fires represent the greatest fire risk throughout the City.³⁴ The project site is located within and is surrounded by urban built-up land. Therefore, the proposed project would not expose people or structures to a significant risk of loss, injury, or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands. No impact would occur, and no mitigation is required.

Mitigation Measures

None required.

er=&business_name=&FEDERAL_SUPERFUND=True&STATE_RESPONSE=True&VOLUNTARY_CLEANUP=True&SCHOOL_CLEANUP=True&CORRECTIVE_ACTION=True&tiered_permit=True&evaluation=True&operating=True&post_closure=True&non_operating=True&inspections=True&inspectionsother=True. Accessed July 23, 2024.

³¹ Los Angeles County. 2018. Airports and Airport Influence Areas. Website:

<https://lacounty.maps.arcgis.com/apps/webappviewer/index.html?id=acf2e87194a54af9b266bf07547f240a>. Accessed July 23, 2024.

³² Los Angeles County Airport Land Use Commission. 1991. Comprehensive Land Use Plan. Website: <https://planning.lacounty.gov/wp-content/uploads/2022/10/Los-Angeles-County-Airport-Land-Use-Plan.pdf>. Accessed July 23, 2024.

³³ City of Baldwin Park. 2002. City of Baldwin Park 2020 General Plan Public Safety Element. Website: <https://www.baldwinpark.com/DocumentCenter/View/565/Public-Safety-PDF>. Accessed July 23, 2024.

³⁴ City of Baldwin Park. 2002. City of Baldwin Park 2020 General Plan Public Safety Element. Website: <https://www.baldwinpark.com/DocumentCenter/View/565/Public-Safety-PDF>. Accessed July 23, 2024.

Environmental Issues	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
4.10 Hydrology and Water Quality				
<i>Would the project:</i>				
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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:	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(i) result in substantial erosion or siltation on- or off-site;	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site;	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(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	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(iv) impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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

Less than significant impact. Construction of the proposed project would involve the drilling of an approximately 20- to 30-foot deep, 6-foot-wide borehole and the installation of materials associated with the billboard’s support infrastructure. These activities could potentially result in the generation of water quality pollutants such as silt, debris, chemicals, and other solvents with the potential to adversely affect water quality. Project excavation would remove soil from the southwestern portion of the project site; however, excavated soil would not remain on-site and would immediately be transported to the Puente Hills MRF, located approximately 6 miles southwest of the project site.

Given the project's minimal impact area and the fact that excavated soil would immediately be transported off-site, no substantial physical features associated with the construction of a digital billboard would lead to erosion or substantial contribution of polluted stormwater runoff that would result in violation of any water quality standards or waste discharge requirements.

Additionally, because the area is partially developed under existing conditions, the long-term operation of the digital billboard would not substantially increase the quantity or rate of stormwater runoff, nor would it substantially increase pollutant concentrations in stormwater runoff from the site. Additionally, the proposed project would not result in wastewater discharge. Therefore, water quality impacts associated with construction and operation activities would be less than significant, and no mitigation measures would be required.

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

No impact. No groundwater wells are located on the project site. Additionally, the project does not propose the installation of any wells. Therefore, implementation of the proposed project would not deplete groundwater supplies associated with water well withdraw.

According to the General Plan Public Safety Element, the depth to groundwater throughout the City is greater than 50 feet bgs.³⁵ The excavation required for utility connections and billboard support infrastructure would not extend greater than 50 feet bgs; therefore, groundwater is not anticipated to be encountered during construction of the proposed project. Under current conditions, the portion of the project site where the billboard would be constructed is partially developed adjacent to the SPRR tracks; accordingly, the proposed project would not alter the site in a manner that would interfere with groundwater recharge. Additionally, the installation of the billboard would not involve any water consumption and no net change in area-wide water consumption would occur as a result of project implementation. Therefore, no impacts would occur with respect to depletion of groundwater supplies or interference with groundwater recharge.

c) Substantially alter the existing drainage pattern of 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 off-site;**
- (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?**

³⁵ City of Baldwin Park. 2002. City of Baldwin Park 2020 General Plan Public Safety Element. Website: <https://www.baldwinpark.com/DocumentCenter/View/565/Public-Safety-PDF>. Accessed July 23, 2024.

Less than significant impact. The project site is generally flat in nature. With implementation of the proposed project, the site’s existing hydrological characteristics would not be substantially altered. Under the proposed conditions, runoff within the project site would continue to drain to the existing storm drain inlets and would not be altered by the installation or operation of a billboard in the southwestern portion of the project site. Additionally, no streams or rivers are located on-site, and thus none would be altered as a result of project implementation. Therefore, with installation of the proposed billboard, there would be no significant alteration of the site’s existing drainage pattern and there would not be any significant increases in the rates of erosion or siltation or substantial increases in the rate or amount of surface runoff in a manner which would result in flooding on- or off-site. There would be no impact.

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

No impact. According to the Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map (FIRM), the project site is located within an area of minimal flood hazard.^{36,37} Tsunamis are sea waves that are generated in response to large-magnitude earthquakes, which can result in coastal flooding. Seiches are the oscillation of large bodies of standing water, such as lakes, that can occur in response to ground shaking. The project site is approximately 28 miles inland from the Pacific Ocean and there are no large bodies of standing water near the project site. As a result, tsunamis and seiches do not pose hazards due to the project site’s inland location and lack of nearby bodies of standing water. The project site is not located within a flood hazard, tsunami or seiche zones potentially resulting in a release of pollutants due to project inundation; there would be no impact.

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

No impact. No groundwater wells are located on the project site. Additionally, the project does not propose the installation of any wells. Therefore, implementation of the proposed project would not conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan.

Mitigation Measures

None required.

³⁶ Federal Emergency Management Agency (FEMA). 2008. FEMA Flood Insurance Rate Map (FIRM) 06037C1700F. Website: https://msc.fema.gov/arcgis/rest/directories/arcgisjobs/nfhl_print/agolprintb . Accessed July 23, 2024.

³⁷ City of Baldwin Park. 2002. City of Baldwin Park 2020 General Plan Public Safety Element. Website: <https://www.baldwinpark.com/DocumentCenter/View/565/Public-Safety-PDF>. Accessed July 23, 2024.

Environmental Issues	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
4.11 Land Use and Planning				
<i>Would the project:</i>				
a) Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

a) Physically divide an established community?

No impact. I-10 traverses the City of Baldwin Park and abuts the project site to the south. The project site is located within an area dominated by freeway-oriented commercial land uses and billboard structures are common. As a freestanding billboard, the proposed project does not have the potential to physically divide an established community. Therefore, no impacts would result from the proposed project’s implementation with respect to the division of 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?

Less than significant impact. The land use plans, policies, and regulations applicable to the proposed project include the City’s General Plan and the City’s Zoning Code/Municipal Code. Each of these plans, policies, and regulations is discussed below.

Consistency with the City of Baldwin Park 2020 General Plan

The City’s General Plan designates the project site as GC by the City’s General Plan Land Use Map.³⁸ The installation of a digital billboard adjacent to I-10 is a land use that is typically seen within commercial areas adjacent to freeways and would not conflict with future or existing large-scale commercial development. Therefore, the proposed project would be consistent with the City’s General Plan and would not require an amendment to the City’s General Plan.

Consistency with the City of Baldwin Park Zoning Code/Municipal Code

The project site is zoned as F-C with SV Overlay by the City’s General Plan Zoning Map.³⁹ The Commercial/Industrial designation applied to properties along I-605 and I-10 corridors and encourages a mutually beneficial mix of retail, office complexes, and complementary regional

³⁸ City of Baldwin Park. September 2023. City of Baldwin Park 2020 General Plan Land Use Map. Website: <https://www.baldwinpark.com/DocumentCenter/View/598/General-Plan-Map-Updated-September-2023-PDF?bidId=>. Accessed July 23, 2024.

³⁹ City of Baldwin Park. September 2023. City of Baldwin Park 2020 General Plan Zoning Map. Website: www.baldwinpark.com/DocumentCenter/View/682/Zoning-Map-Updated-September-2023-PDF?bidId=. Accessed July 23, 2024.

commercial centers.⁴⁰ No General Plan land use amendment or zoning change is proposed or required. Development standards that would apply to the project site would come from the underlying Freeway Commercial zoning. The installation of a digital billboard within the I-10 corridor is a land use that would be freeway-oriented and would not conflict with future or existing service/retail businesses, office complexes, and commercial centers.

In addition, the proposed project would be required to comply with the variety of lighting, structural, and legal provisions required by Municipal Code Section 153.170,⁴¹ all of which would be enforced as conditions of the proposed project's required Development Agreement or through future City review of implementing development permit applications (grading permits, building permits, etc.). Therefore, the proposed project would not cause adverse environmental effects and be consistent with or otherwise would not conflict with all applicable provisions of the City's Zoning Code and Municipal Code and would not require a change of zoning designation or any additional zone code amendments.

Accordingly, the proposed project would not conflict with the Municipal Code or the City's General Plan goals and policies, and impacts would be less than significant.

Mitigation Measures

None required.

⁴⁰ City of Baldwin Park. 2024. City of Baldwin Park Municipal Code 153.050.010. Website: https://codelibrary.amlegal.com/codes/baldwinpark/latest/baldwinpark_ca/0-0-0-9620. Accessed July 23, 2024.

⁴¹ City of Baldwin Park. 2024. City of Baldwin Park Municipal Code 153.170. Website: https://codelibrary.amlegal.com/codes/baldwinpark/latest/baldwinpark_ca/0-0-0-11090. Accessed July 23, 2024.

Environmental Issues	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
4.12 Mineral Resources <i>Would the project:</i>				
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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?

No impact. No mines, wells, or other resource extraction activity occurs on the property or is known to have ever occurred on the property. Additionally, the proposed project site is not identified to contain a known mineral resource that would be of value to the region or State. Therefore, no impact would occur.

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?

No impact. The City’s General Plan EIR identifies the project site as being located within a Mineral Resource Zone (MRZ-2), which is defined as an area where there is little or no likelihood for presence of significant mineral resources.⁴² Additionally, the proposed project site is not identified as a locally important mineral resource recovery site delineated on a local general, specific plan, or other land use plan. Therefore, no impact would occur.

Mitigation Measures

None required.

⁴² City of Baldwin Park. 2002. City of Baldwin Park 2020 General Plan – Open Space and Conservation Element. Website: <https://www.baldwinpark.com/DocumentCenter/View/564/Open-Space-Conservation-PDF>. Accessed July 23, 2024.

Environmental Issues	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
4.13 Noise <i>Would the project result in:</i>				
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Existing Setting

The project site is located immediately north of I-10, south of SPRR, east of the Baldwin Park Boulevard interchange, and southwest of Francisquito Avenue in the City of Baldwin Park. The consistent use of the highway and local roadways by vehicles results in steady ambient noise levels.

Regional access to the site is provided via I-10 to the south. Local access to the site is provided primarily from Francisquito Avenue. The billboard would operate 24 hours per day, 7 days per week and would not emit noise or audio. A residential site located 200 feet northwest of the project site would be the closest receptor of construction noise.

- 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.

Short-Term Construction Noise Impacts

Municipal Code Section 130.37 restricts construction activity for new development to the hours of 7:00 a.m. to 7:00 p.m. Construction within a radius of 500 feet from a residential zone must not be conducted in such a manner that a reasonable person of normal sensitiveness residing in the area is caused discomfort or annoyance unless beforehand a permit has been obtained from the Department of Public Works. The City also establishes noise standards, in Municipal Code Section 153.140.070, forbidding the creation of noise levels that would cause the noise level, when

measured on any residential or noise-sensitive land use, to exceed 55 A-weighted decibel (dBA) $L_{eq}(h)$ between 7:00 a.m. to 7:00 p.m.

Construction of the billboard would take approximately 5 to 7 days active construction days to complete and would involve the use of hand tools, small crane rigs, and materials delivery trucks. Construction of the proposed new digital billboard's foundation will be a direct drill with concrete casing at a depth of up to 30 feet. The entire completion of the foundation is expected to take 4 to 6 hours.

The maximum noise level generated by the type of drilling rig that would be used is 85 dBA L_{max} at 50 feet from this equipment.⁴³ The closest noise-sensitive receptor to the project site construction footprint is the residential land use located northeast of the project site, across Francisquito Avenue. The construction footprint would be located a minimum of 430 feet from the nearest property line of this residential receptor. At this distance, construction noise levels could range up to approximately 67 dBA L_{max} . These noise levels would occur temporarily during the expected one-day installation of the proposed footing for the project. This maximum noise level would be below the maximum noise levels that are expected to be experienced at this nearest receptor from traffic noise on Francisquito Avenue, adjacent to this receptor.

All construction activity would occur during daytime hours only, in compliance with the City's mandatory permissible hours of construction, which would ensure that construction noise would not occur during evening or nighttime hours. Because of the short duration of this expected one-day vibratory installation process, the project's reasonable worst-case project construction noise levels would not result in a substantial temporary increase in ambient noise levels in excess of established standards and would not result in a substantial temporary increase in ambient noise levels that would result in annoyance or sleep disturbance of nearby sensitive receptors. Therefore, temporary construction noise impacts would be less than significant.

Long-Term Operational Noise Impacts

The proposed new digital billboard is not designed to emit any sound, and the proposed project would not generate regular vehicle trips. Therefore, the proposed project would not generate a substantial permanent increase in ambient noise levels in the vicinity of the project. No impact would occur.

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

Less than Significant Impact. It is expected that groundborne vibration from project construction activities would cause intermittent, localized intrusion through the operation of heavy construction equipment and trucks. Any exposure of nearby sensitive receivers to nominal vibration would be temporary and only occur during permissible construction hours as permitted by the City's Municipal Code. Truck vibration levels are dependent on vehicle characteristics, load, speed, and pavement conditions. Additionally, truck deliveries (if necessary) to the site may increase vibration levels in the area; however, truck deliveries would only occur during permissible construction hours as permitted by

⁴³ Federal Highway Administration, 2006. FHWA Highway Construction Noise Handbook, Table 9.1. August.

the City's Municipal Code and would be indiscernible from vehicular movement on the adjacent I-10. There would be no sources of perceptible vibration associated with project's operation. Based on the foregoing analysis, vibration levels associated with the project site are considered less than significant, and no mitigation is necessary.

Implementation of the proposed project would not result in any permanent sources that would expose persons in the project vicinity to groundborne vibration levels that could be perceptible without instruments at any existing sensitive land use in the project vicinity. In addition, there are no existing significant permanent sources of groundborne vibration in the project vicinity to which the proposed project would be exposed. Therefore, operational groundborne vibration impacts would be considered 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 closest airport to the proposed new digital billboard site is the San Gabriel Valley Airport, located approximately 3.5 miles west of the site. This billboard would not be located within the airport's 65 dBA Community Noise Equivalent Level (CNEL) noise contours. In addition, construction of this new digital sign would not introduce any new sensitive receptor to the existing environment and would therefore not expose persons residing or working in the project site to excessive noise levels associated with private airstrip or public airport noise. No impact would occur.

Mitigation Measures

None required.

Environmental Issues	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
4.14 Population and Housing <i>Would the project:</i>				
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)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

- 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)?**

No impact. Digital billboards are typical of and complementary to commercial freeway uses and have no potential to induce substantial population growth in the area, either directly or indirectly. Electric utility improvements required by the project would solely serve the digital billboard’s energy demand and would not directly or indirectly induce population growth to the area. No impact would occur, and no mitigation is required.

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

No impact. The project site does not contain any residential structures. Therefore, there is no potential for the project to displace substantial numbers of people. No impact would occur, and no mitigation is required.

Mitigation Measures

None required.

Environmental Issues	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
4.15 Public Services				
<i>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>				
a) Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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:

- a) Fire protection?
- b) Police protection?
- c) Schools?
- d) Parks?
- e) Other public facilities?

No impact. There are no structures on the project site, which is adjacent to the SPRR tracks. Fire protection, police protection, and other public services are provided to the surrounding commercial land uses at the project site. There is no component of the proposed project that would lead to increased demand for fire and police services. The proposed project would not create a direct demand for public school services, as the land use that would occupy the project site (i.e., a digital billboard) would not generate any school-aged children requiring public education. No component of the proposed project would measurably increase demand for public service facilities or result in the need to physically alter or cause the construction of new public service facilities. Because no physically expanded or new public facilities would be required, no impact would occur and mitigation is not required.

Mitigation Measures

None required.

Environmental Issues	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
4.16 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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?

No impact. The project site does not contain parks or recreational facilities. Additionally, the construction and/or operation of a digital billboard would not increase the use of recreation facilities as there would be no increase in resident or employee population. Therefore, the proposed project would not increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facilities would occur or be accelerated. The proposed project does not include recreational facilities. No impact would occur, and mitigation is not required.

Mitigation Measures

None required.

Environmental Issues	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
4.17 Transportation				
<i>Would the project:</i>				
a) Conflict with a program plan, ordinance or policy of the circulation system, including transit, roadway, bicycle and pedestrian facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Would the project conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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

No impact. Construction and operation of the proposed digital LED billboard would generate only minimal vehicle trips on existing public streets. Temporary traffic impacts would be restricted within the window of the project’s construction schedule and between the permissible construction activity hours (7:00 a.m. to 7:00 p.m. on Mondays to Fridays) permitted by Municipal Code Section 130.04. During construction activity, per standard City practices the applicant would be required to prepare and implement a temporary traffic control plan, as warranted. Project operation is not anticipated to generate any additional trips to the project site, with the exception of one two-way maintenance vehicle trip 6–8 times per year in order to perform on-site maintenance of the billboard.

No modifications to any mass transit routes, roadways, bicycle routes, or pedestrian facilities would occur as a result of implementation of the proposed project. Therefore, the proposed project would not conflict with an applicable plan, ordinance or policy related to the circulation system. No impact would occur.

b) Would the project conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b)?

No impact. As discussed under Impact 4.17(a), trips generated by construction and operation of the proposed project would be nominal, and implementation of the proposed project would not generate trips that would conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b). Therefore, no impact would occur.

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

Less than significant impact. Project-related construction or operation would not require the construction of new roadways, and the existing configuration of the roadways within the vicinity of the project site would remain unchanged; therefore, impacts related to sharp curves or dangerous intersections would not occur.

Implementation of the proposed project would be required to comply with the ODA (2014) and the Federal Highway Beautification Act (1965). The ODA contains a number of provisions relating to the construction and operation of digital and static signs adjacent to roadways which are intended to prevent the creation of unsafe driving conditions along the adjacent roadways as a result of the presence of such signs. These provisions include, but are not limited to, the following:

- The placing of any light source “. . . of any color of such brilliance as to impair the vision of drivers upon the highway” is prohibited (California Vehicle Code § 21466.5).
- The sign must be constructed to withstand a wind pressure of 20 pounds per square feet of exposed surface.
- No sign shall display any statements or words of an obscene, indecent, or immoral character; No sign shall display flashing, intermittent, or moving light or lights.
- Message center signs may not include any illumination or message change that is in motion or appears to be in motion or that change or expose a message for less than four seconds. No message center sign may be located within 500 feet of an existing billboard or 1,000 feet of another message center display, on the same side of the highway (California Vehicle Code §§ 5401–5405).

The Federal Highway Beautification Act governs advertising signage located along the interstate highway system, such as I-10. The Federal Highway Beautification Act requires advertising signage be erected only in commercial or industrial zones and adhere to the following restrictions:

- No signs shall imitate or resemble any official traffic sign, signal or device, nor shall signs obstruct or interfere with official signs;
- Signs located on the same side of the freeway must be separated by at least 500 feet; and,
- Signs shall not include flashing, intermittent or moving lights, and shall not emit light that may obstruct or impair the vision of any driver.

Mandatory compliance with State and federal regulations concerning digital billboards along highways would ensure that the proposed project would not increase hazards due to a design feature. Additionally, the project site is designated as GC by the City’s General Plan and is designated F-C by the City’s Zoning Map. The installation of a digital billboard adjacent to I-10 is a land use that is a typically seen within commercial areas adjacent to freeways.. There would be no impact.

d) Result in inadequate emergency access?

No impact. Under existing conditions, adequate emergency access is provided within the vicinity of the project site. Project-related construction and operation would not obstruct existing roadways and would not alter the existing roadway system. No component of the proposed project would require the temporary or permanent closure of a roadway. Any required lane closures would be temporary and short in duration; if any lane closures are required, one lane would remain open at all times and the project contractor would coordinate with the local police and fire departments per construction document provisions. Therefore, the proposed project would not result in inadequate emergency access and no impact would occur.

Mitigation Measures

None required.

Environmental Issues	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
4.18 Tribal Cultural Resources <i>Would the project:</i>				
<i>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>				
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), or	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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 Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American Tribe.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

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)?**
- 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 Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American Tribe.**

Less than significant impact. Records searches at the SCCIC, which included a search of the CRHR, failed to identify any listed or eligible Tribal Cultural Resources (TCRs) that would be adversely affected by the project. The NAHC Sacred Lands File search and the pedestrian survey did not identify any TCRs in the project vicinity.

The City initiated AB 52 Tribal Consultation by sending letters to three Nations that requested to be consulted on all City of Baldwin projects. The letters were dated December 12, 2024, and the response period remains open until January 11, 2025. As of the date of publication of this Draft

IS/MND, only one Tribal response has been received from the Gabrieleño Band of Mission Indians – Kizh Nation, asking about the depth of excavation. No other responses have been received to date. Any consultation efforts or mitigation measures provided by the consulting Tribe(s) is to be determined after the close of the response period. Nonetheless, As provided under Impact 4.5(b), although unlikely, if significant TCRs are unearthed during ground-disturbing activities, implementation of MM CR-1 and MM CR-2 would ensure that the proposed project’s potential impact to TCRs would be reduced to levels that are less than significant with mitigation incorporated.

Mitigation Measures

MM CR-1 and MM CR-2 would apply to this impact.

Environmental Issues	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
4.19 Utilities and Service Systems				
<i>Would the project:</i>				
a) Require or result in the relocation or construction of new or expanded water, wastewater treatment or stormwater drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Comply with federal, State, and local management and reduction statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

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

No impact. Because of the nature of the proposed project, it would not result in demand for water, wastewater, stormwater, telecommunication, or natural gas. The project would utilize electric power, but not in a manner that would require or result in the relocation or construction of new facilities. Electricity for the proposed project will be provided by SCE; the City lies within the SCE service area.⁴⁴ The proposed project would be constructed in accordance with all City electrical codes, as well as Title 24 of the State Building Code, to ensure efficient use of electrical energy. Therefore, no impact would occur, and mitigation is not required.

⁴⁴ Southern California Edison (SCE). 2019. Southern California Edison's Service Area. Website: https://download.newsroom.edison.com/create_memory_file/?f_id=5cc32d492cfac24d21aecf4c&content_verified=True . Accessed July 23, 2024.

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

No impact. The construction and operation of the proposed digital billboard would not create a demand for domestic water. No impact would occur, and no mitigation measures are required.

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?

No impact. Under existing conditions, the Los Angeles County Sanitation Districts (LACSD) adequately serves wastewater treatment services to the project site. The construction and operation of a digital billboard would not generate wastewater or cause an increased demand for wastewater treatment. Therefore, the proposed project would not adversely affect the physical capacity of the existing wastewater infrastructure system that services the site. No impact would occur, and no mitigation measures are required.

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 City of Baldwin Park contracts with Waste Management of San Gabriel Valley/Pomona for solid waste collection services. Solid waste generated within the City is transported to the Scholl Canyon Landfill (SCLF), operated by the LACSD. As of 2011, the SCLF was calculated to have a remaining capacity of 9,900,000 cubic yards (or 3,400 tons per day) and has a cease operation date of April 1, 2030.⁴⁵ Considering the remaining capacity (9,900,000 cubic yards) and cease operation date (April 1, 2030) of the SCLF, the SCLF would have sufficient capacity to accommodate the project's nominal construction-related waste generation. Project excavation would remove soil from the southwest corner of the project site which would be transported to the Puente Hills MRF, located 6 miles southwest of the project site. The proposed project does not include the construction of residential or commercial space. As such, it would not generate any solid waste during operations. Any waste generated during construction activities would be minimal and would be disposed of in accordance with all federal, State, and local regulations. Therefore, the proposed project would not adversely affect the physical capacity of any landfills and a less than significant impact would occur.

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

Less than significant impact. The proposed project would not generate any solid waste during operations. Project-related construction activities would generate nominal quantities of solid waste during the project's construction schedule. The proposed project would be required to comply with all applicable solid waste statutes and regulations; as such, impacts related to solid waste statutes and regulations would be less than significant. Accordingly, the proposed project would not

⁴⁵ CalRecycle. 2024. Scholl Canyon Landfill (19-AA-0012). Website: <https://www2.calrecycle.ca.gov/SolidWaste/SiteActivity/Details/3531?siteID=1000>. Accessed August 15, 2024.

foreseeably conflict with any federal, State, and local statutes and regulations related to solid waste, resulting in a less than significant impact.

Mitigation Measures

None required.

Environmental Issues	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
4.20 Wildfire				
<i>If located in or near State Responsibility Areas or lands classified as Very High Fire Hazard Severity Zones, would the project:</i>				
a) Substantially impair an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

- 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. Because of the nature of the proposed project, it would not physically interfere with an adopted emergency response plan or emergency evacuation plan. Based on Figure PS-4 in the General Plan, the closest emergency evacuation route is located on Baldwin Park Boulevard, adjacent to the project site.⁴⁶ Additionally, all construction activities would occur on-site and no roadway closures would be required. Any temporary lane closures, while not expected, would be

⁴⁶ City of Baldwin Park. 2002. City of Baldwin Park 2020 General Plan Public Safety Element. Website: <https://www.baldwinpark.com/DocumentCenter/View/565/Public-Safety-PDF>. Accessed July 23, 2024.

coordinated with local police and fire departments to ensure that roadway access is maintained at all times during construction. It should be noted that the digital billboard would also be used as part of Metro's Total Communication Network for emergency notifications, a beneficial impact of the proposed project. No impact would occur, and mitigation is not required.

According to CAL FIRE's Fire Hazard Severity Zones (FHSZ) Map, the project site not located within a State Responsibility Area (SRA) and is not located within a Very High FHSZ (VHFHSZ).⁴⁷ The project site is located within and is surrounded by urban built-up land. The City's General Plan states that because Baldwin Park is an urbanized community, structural fires rather than wildland fires represent the greatest fire risk throughout the City.⁴⁸

The site is relatively flat and does not contain any slopes or features that would exacerbate wildfire risks. The area does experience prevailing winds, such as the Santa Ana winds, but because the proposed project is not located in a VHFHSZ, Local Responsibility Area (LRA), or SRA, this would not exacerbate wildfire risk. Therefore, the proposed project would not expose people or structures to a significant risk of loss, injury, or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands.

Implementation of the proposed project would not substantially alter the site's existing hydrological drainage pattern and there would not be any significant increases in the rates or amount of surface runoff in a manner which would result in flooding on- or off-site. Long-term operation of the proposed project would not result in an increase of volume or velocity of water runoff discharged from the site. The project site and surrounding area do not contain any slopes or features that would be subject to landslides due to post-fire slope instability.⁴⁹

The proposed project would require the installation of new underground utility connection for the electrical utility, provided by SCE.⁵⁰ However, the installation and maintenance of this infrastructure would not exacerbate the risk of fire or result in temporary or ongoing impacts to the environment. The proposed project is not located within a VHFHSZ for either LRA or SRA and the proposed project would be constructed in compliance with fire codes.

Therefore, no impacts related to increased wildfire risk or downslope/downstream flooding or landslides as a result of runoff, post-fire slope instability, or drainage changes would occur.

Mitigation Measures

None required.

⁴⁷ California Department of Forestry and Fire Protection (CAL FIRE). 2024. CAL FIRE Fire Hazard Severity Zones in State Responsibility Area. Website: <https://osfm.fire.ca.gov/divisions/community-wildfire-preparedness-and-mitigation/wildfire-preparedness/fire-hazard-severity-zones/>. Accessed July 23, 2024

⁴⁸ City of Baldwin Park. 2002. City of Baldwin Park 2020 General Plan Public Safety Element. Website: <https://www.baldwinpark.com/DocumentCenter/View/565/Public-Safety-PDF>. Accessed July 23, 2024.

⁴⁹ United States Geological Survey. 2024. Earthquake Zones of Required Investigation. Website: <https://maps.conservation.ca.gov/cgs/EQZApp/app/>. Accessed July 23, 2024.

⁵⁰ Southern California Edison (SCE). 2019. Southern California Edison's Service Area. Website: https://download.newsroom.edison.com/create_memory_file/?f_id=5cc32d492cfac24d21aecf4c&content_verified=True. Accessed July 23, 2024.

Environmental Issues	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
4.21 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?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Does the project have environmental effects, which will cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Environmental Evaluation

- 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?**

Less than significant impact with mitigation incorporated. All impacts to the environment, including impacts to habitat for fish and wildlife species, fish and wildlife populations, plant and animal communities, rare and endangered plants and animals, and historical and pre-historical resources, were evaluated as part of this Draft IS/MND. Implementation of the proposed project would contribute additional development in the form of a digital billboard to a fully developed property and would comply with all local, State, and federal regulations related to biological resources.

It is possible that earthmoving activities associated with project construction could encounter previously undiscovered archaeological resources. Archaeological resources can include but are not limited to stone, bone, wood, or shell artifacts or features, including hearths and structural elements. Damage or destruction of these resources would be a potentially significant impact. Implementation of MM CR-1 and MM CR-2 would ensure that this potential impact is reduced to a less than significant level.

Although human remains within the project site are unlikely, there is always the possibility that earthmoving activities associated with project construction could potentially damage or destroy previously undiscovered human remains. This would be a potentially significant impact. In the event of the accidental discovery or recognition of any human remains, CEQA Guidelines Section 15064.5, Health and Safety Code Section 7050.5, and Public Resources Code Sections 5097.94 and 5097.98 must be followed.

Accordingly, the proposed project would not degrade the quality of the environment and impacts would be less than significant with implementation of MM CR-1 and MM CR-2.

- 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)?**

Less than significant impact with mitigation incorporated. Based on the analysis contained in this IS/MND, the proposed project would not have cumulatively considerable impacts with implementation of project mitigation measures. Implementation of standard conditions, and mitigation measures at the project level would reduce the potential for the incremental effects of the proposed project to be considerable when viewed in connection with the effects of past projects, current projects, or probable future projects.

- c) **Does the project have environmental effects, which will cause substantial adverse effects on human beings, either directly or indirectly?**

Less than significant impact with mitigation incorporated. Previous sections of this document reviewed the proposed project’s potential impacts to human beings related to several environmental topical areas. As determined throughout this document, the proposed project would not result in any potentially significant impacts that cannot be mitigated or reduced with implementation of mitigation measures and/or standard conditions imposed by the City. The proposed project would not cause a substantial adverse effect on human beings, either directly or indirectly and impacts would be less than significant.

Mitigation Measures

No additional mitigation measures required.

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**Appendix A:
Lighting Study**

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Baldwin Park Metro Sign Lighting Study

Baldwin Park, California

7-22-2024

Baldwin Park Metro Sign Lighting Study

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This Lighting Study is prepared by Francis Krahe & Associates Inc. to analyze the potential lighting impacts from the proposed Baldwin Park Metro Sign Project (Project) at sensitive use properties adjacent to the Project site. The Project includes a sign installation at a property of the Los Angeles Metropolitan Transit Authority (Metro) within the City of Baldwin Park, California (City).

A. SUMMARY

This Study concludes the proposed Project will not introduce a new source of light trespass and or glare at residential use properties or other sensitive use properties within the City of Baldwin Park, California. The Project proposes to install a new illuminated Sign with two sign faces within a Los Angeles County Metropolitan Transportation Authority (Metro) property located within the City of Baldwin Park. This Study evaluates the Project Sign location, Sign size, and Sign operating characteristics, and determines the Project will not introduce a new source of light trespass or glare at sensitive use properties or adjacent roadways. This Study conservatively evaluated the Sign location and the potential visibility of the Sign at sensitive use properties by way of a detailed site survey of the Sign location and surrounding sensitive use properties located near enough to the Sign to receive significant light trespass or glare from the Sign. This Study also includes detailed light trespass illuminance and glare calculations to confirm the Sign will not create a potential for light trespass and or glare at sensitive use properties or adjacent roadways.

The Sign was evaluated in comparison to a conservative light trespass illuminance threshold of maximum 0.37 fc, or less than 50% of the maximum 0.74 fc permitted by the California Energy Code for Zone 2, urban areas defined by the US Census. The nearest adjacent residential use property is located more than 350 feet from the Sign, and at that distance the illuminance from the Sign at the residential property line will be less than 0.37 fc. Light energy decreases exponentially with distance. Therefore all residential use properties located farther from the Sign will receive less than 0.37 fc, or less than 50% of the maximum 0.74 fc permitted by the CEC. Therefore, the Project will not create a light trespass impact at residential or sensitive use properties.

Furthermore, the Project will not create a new source of glare. The Project potential to introduce a new source of glare is evaluated in this Study by comparison of the maximum night time sign luminance, which is set at 300 cd/m² in the Sign Concept Design (see Appendix A) in comparison to the existing measured luminance visible from the residential use properties with a view of the Sign. The existing luminance at adjacent residential use properties with a view to the Sign is documented at the Monitoring Sites as summarized in Table 1 below. The results of the comparison of the Sign maximum luminance to the existing measured luminance confirm the Sign will not introduce a source of high contrast or glare in comparison to the existing luminance at the residential use properties. The Project potential for glare is also evaluated with respect to the requirements of the California Vehicle Code, which regulates the maximum light source luminance which may affect the visibility of drivers on roadways. The maximum Project Sign luminance is substantially less than (82% less than) the maximum permitted by the California Vehicle Code during the night and during the day. Therefore, the Sign will not create a source of glare for drivers on adjacent freeways or surface streets.

The methods of analysis utilized for this Study are based upon the recommended practices established by the Illuminating Engineering Society of North America (IESNA) for the practice of illumination engineering design and application, and the actual measurements of light sources and illuminated surfaces. IESNA reference publications include: American National Standards Institute (ANSI)/Illuminating Engineering Society (IES) OL-IM-01 Lighting Fundamentals, Metrics and Calculations; ANSI/IES OL-IM-02 Lighting Design, Engineering, and Specifications; ANSI/IES OL-IM-03 Lighting Design Criteria and Illumination Recommendations; and ANSI/IES OL-IM-04 Lighting Equipment Testing Procedures and Measurements. The ANSI/IES Standards replace the IESNA 10th Edition Handbook, which superseded the 9th Edition IESNA Handbook and various Recommended Practice (RP) References published by IESNA prior to 2011.

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B. PROJECT DESCRIPTION

The Project includes two sign faces mounted to a 150 feet tall pylon column adjacent to the US 10 Freeway north right of way. The Sign faces are directed toward the adjacent US 10 Freeway. The Sign digital display faces would use light emitting diodes (LED) lighting with a daytime maximum up to 6,000 candelas per meter squared (cd/m^2) and nighttime maximum of up to $300 \text{ cd}/\text{m}^2$. The digital display faces would be designed to provide efficient and effective illumination while minimizing light spill, sky-glow, and glare.

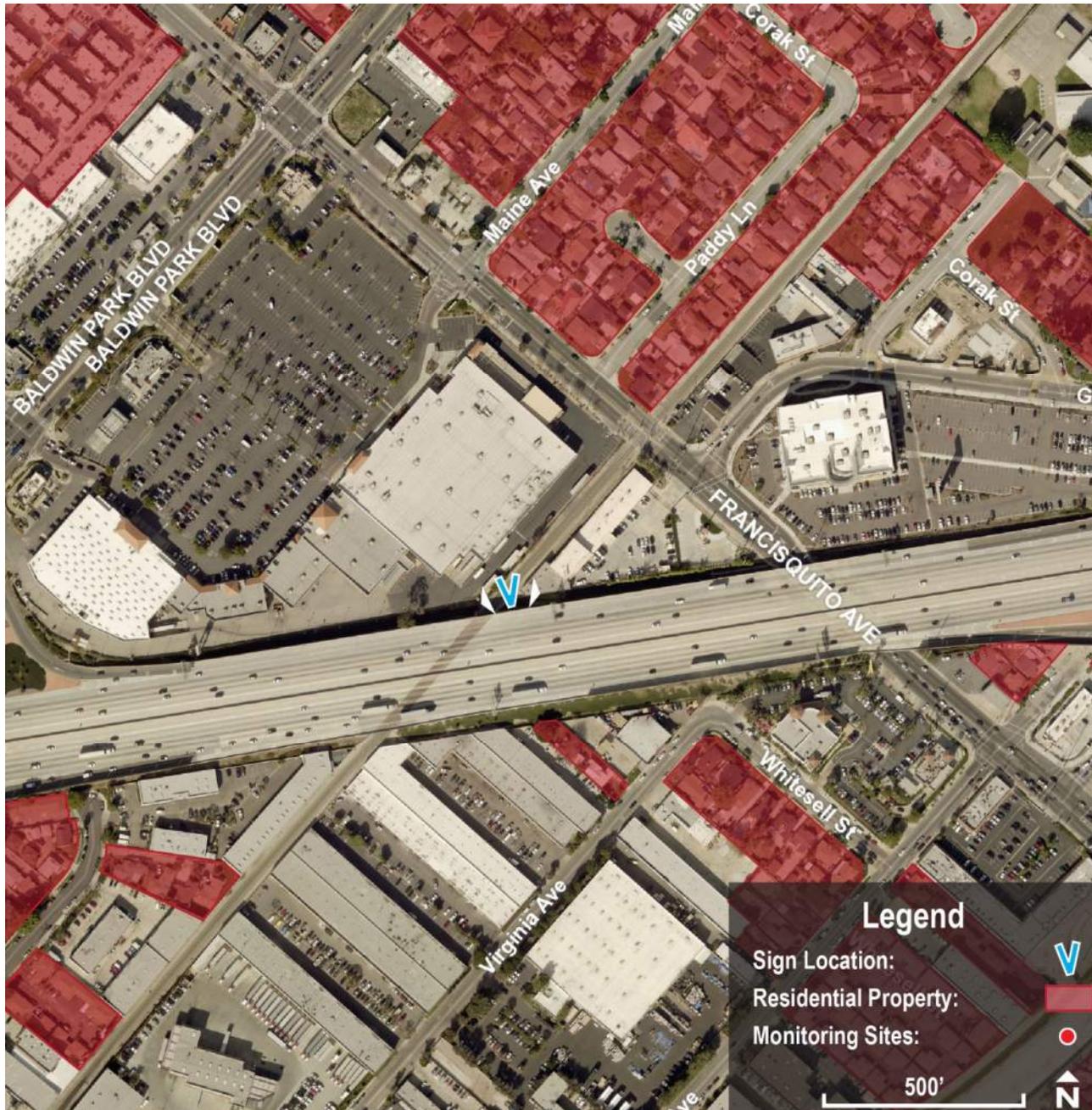


Figure 1: Project site and adjacent residential properties

The digital display faces would be set to refresh every eight seconds and would transition instantly with no motion, moving parts, flashing, or scrolling messages. Illumination of the digital displays would conform to

applicable Federal and State Regulations for signs oriented towards roadways and freeways. Additionally, the Project would comply with current energy standards and regulations, as well as design requirements.

C. REVIEW OF LIGHTING REGULATIONS & REFERENCE STANDARDS

Exterior lighting is regulated throughout California by the local municipal code and the state energy and building codes. Pertinent lighting sections are summarized and discussed for the City of Baldwin Park, California Municipal Code (BPMC), the California Vehicle Code, the State of California Green Building Code, and the California Energy Code (CALGreen). Reference standards include model lighting ordinances provided by the Illuminating Engineering Society of North America (IESNA) and the International Dark Sky Organization, ASHRAE 90-75, and the U.S. Green Building Council. Various aspects of these reference standards are included in local regulations to improve the outcomes of any approved project and avoid future disputes or legal challenges to proposed lighted signs. The lighting standards summarized below balance the requirements of property owners for sufficient brightness and flexibility for the use of the signs, with minimizing the off-site negative effects of light trespass and glare.

1. Baldwin Park Municipal Code

The BPMC does not define specific regulations or performance requirements for outdoor lighting or illuminated signs with respect to light trespass (i.e., the spillover of light onto adjacent light-sensitive properties). The City enforces the building code requirements of the California Building Code, the California Green Building Standards Code (CALGreen), and the California Electrical Code.

2. California Code of Regulations, Title 24

Title 24 of the California Code of Regulations (CCR), also known as the California Building Standards Code, includes regulations for all exterior lighting throughout the State of California, including requirements related to outdoor sign lighting. The 2022 California Code of Regulations, Title 24, includes the regulations which mandate limits to light trespass and glare at any new sign or building property line or center line of adjacent transportation right of way according to the outdoor lighting zones adopted by CEC. However, the CEC grants exceptions to Signs which comply with the energy use and lighting controls requirements within CEC Sections 130.0 following requirements regarding outdoor light pollution, which pertain to outdoor sign lighting.

California Green Building Code, Chapter 5, paragraph 5.106.8, Light Pollution reduction stipulates compliance with the California Energy Code for Lighting Zones 0-4 for light trespass and Backlight, Uplight, and Glare as per IES TM-15-11. However, the Sign complies with the exceptions to Section 140.7(a), and therefore qualifies as an exception to the light trespass and glare requirement defined in Section 5.106.8 above. Therefore the CEC light trespass and glare limits do not apply to the Signs. However, this Study analyzes the Project's light trespass and glare with respect to the CEC requirements for outdoor lighting to present a conservative analysis.

3. California Vehicle Code, Division 11. Rules of the Road

Chapter 2, Article 3 of the California Vehicle Code stipulates limits to the location of light sources that may cause glare and impair the vision of drivers.

ARTICLE 3. Offenses Relating to Traffic Devices [21450 - 21468] (Article 3 enacted by Stats. 1959, Ch. 3.), Section 21466.5. No person shall place or maintain or display, upon or in view of any highway, any light of any color of such brilliance as to impair the vision of drivers upon the highway. A light source shall be considered vision impairing when its brilliance exceeds the values listed below.

The brightness reading of an objectionable light source shall be measured with a 1-1/2 degree photoelectric brightness meter placed at the driver's point of view. The maximum measured brightness of the light source within 10 degrees from the driver's normal field of view shall not be more than 1,000 times the minimum measured brightness in the driver's field of view, except that when the minimum measured brightness in the field of view is

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10 footlamberts or less, the measured brightness of the light source in footlambert shall not exceed 500 plus 100 times the angle, in degrees, between the driver's field of view and the light source.

4. IESNA Recommended Practices

The Illuminating Engineering Society of North America (IESNA) produces illumination research and engineering standards which are widely recognized and accepted as best practices for the science of lighting research, lighting terminology definitions, and the methods of analysis and application of illumination engineering.

The IESNA reference publications include American National Standards Institute (ANSI)/Illuminating Engineering Society (IES) ANSI/IES OL-IM-03 Lighting Design Criteria and Illumination Recommendations, which provides definitions of lighting science and lighting applications; ANSI/IES LP-11-20 Environmental Considerations for Outdoor Lighting which provides definition of light trespass and glare; and ANSI/LP 2-20 Designing Quality Lighting for People in Outdoor Environment, which summarizes research of light affects on human health at night and provides guidelines for environmental regulations for outdoor lighting.

IES LP-11-20 defines outdoor lighting zones which describe the extent of human activity at night versus natural habitat (see Appendix C of this Study) for a range of existing lighting conditions, from low or no existing lighting to high light levels in urban areas. Lighting zones are included in CEC as noted above in relation to allowable energy use for outdoor lighting. In addition, the IESNA 10th Edition Lighting Handbook defines recommended light trespass limits in Table 26.5, included in the Appendix D hereto, relative to the Outdoor Lighting Zones. The recommended light trespass illuminance limits define the maximum light trespass values in lux at the location where trespass is under review.

The existing conditions surrounding the Development are best described as Lighting Zone 3. IESNA Table 26.5, lists a Pre-curfew 8 Lux (0.74 footcandles) maximum at the location where trespass is under review for Zone 3.

In this Study, the IESNA recommendations are included in the methods of analysis for light trespass and glare at sensitive use properties.

D. SIGNIFICANCE THRESHOLD

Appendix G of the California Environmental Quality Act (CEQA) Guidelines (14 California Code of Regulations, Sections 15000–15387) provides a set of sample questions to evaluate impacts with regard to aesthetics, including light and glare. The appropriate significance thresholds which pertain to light trespass and glare are determined by the examination of the following question: would the Project "create a new source of substantial light and glare which would adversely affect day or nighttime views in the area?"

In the context of this question the determination of significance in this Study takes into account the following factors:

- The change in ambient nighttime levels as a result of Project sources; and
- The extent to which Project lighting would spill off the Property and affect adjacent residential use properties or other sensitive use locations.

Specifically, the Project would create a significant impact with regard to artificial light or glare if:

- Light trespass illuminance from the Project at night exceeds 0.37 fc (less than 50% of the maximum permitted by CEC LZ3, 0.74 fc) at sensitive use properties such as residential, hotel or hospital use properties with nighttime occupancy.
- Or, the Project creates glare with new high contrast conditions, with luminance greater than 300 cd/m² or contrast ratio greater than 30:1 at night, visible from a field of view from a residential use property or other sensitive use property.

- Or, the Project creates glare effects on drivers of motor vehicles (California Vehicle Code), where maximum brightness of the Project Sign within 10 degrees from the driver's normal field of view is greater than 1,000 times the minimum measured brightness in the driver's field of view, or when the minimum measured brightness in the field of view is 10 footlamberts or less, the measured brightness of the light source in footlambert exceeds 500 plus 100 times the angle, in degrees, between the driver's field of view and the light source.¹

E. METHODOLOGY

The methods of analysis utilized for this Study are based upon the recommended practices established by the Illuminating Engineering Society of North America (IESNA) and as published by American National Standards Institute (ANSI)/Illuminating Engineering Society (IES) for the practice of illumination engineering design and application, and the actual measurements of light sources and illuminated surfaces. IESNA reference publications include: American National Standards Institute (ANSI)/Illuminating Engineering Society (IES) OL-IM-01 Lighting Fundamentals, Metrics and Calculations; ANSI/IES OL-IM-02 Lighting Design, Engineering, and Specifications; ANSI/IES OL-IM-03 Lighting Design Criteria and Illumination Recommendations; and ANSI/IES OL-IM-04 Lighting Equipment Testing Procedures and Measurements. The ANSI/IES Standards replace the IESNA 10th Edition Handbook, which superseded the 9th Edition IESNA Handbook and various Recommended Practice (RP) References published by IESNA prior to 2011.

1. Existing Conditions Procedures

Existing conditions lighting observations were conducted following recommended practice procedures defined by the IES in RP-33-00 Lighting for Outdoor Environments, TM10-00 Addressing Obtrusive Light (Urban Sky Glow and Light trespass) in Conjunction with Roadway Lighting, and TM11-00 Light trespass: Research, Results and Recommendations. Field illuminance and luminance measurements were conducted to accurately document all existing incident and visible light at each Monitoring Site location. Incident light can be understood as a vector of luminous flux moving through space. As the vector (light) is incident upon a surface, the intensity of the resulting illuminance will vary depending upon the relative orientation of the vector to the surface. The greatest illuminance will result when the surface and vector are perpendicular. The least illuminance will result when the surface and vector are parallel. In the field conditions, where there are multiple sources of light originating from varied positions, illuminance measurements are recorded horizontally with the photosensor facing up at 3 feet above grade, and vertically with the photosensor facing the Project, as per IESNA standards. These measurements document the total illuminance received at a Monitoring Site from the direction of the Project, as well as the direction and intensity of light converging on the Monitoring Site from the direction of the Project Site. Since all Monitoring Sites are located at a long distance away from each Project Site, greater than 200 feet as noted in Table 3 below, the vertical illuminance represents a plane perpendicular to the light sources. Under these conditions, there is little difference between the vertical and perpendicular plane, and the vertical plane analysis that is conducted in this



Figure 2: Minolta LS-100 meter

¹ The driver's field of view from the center of the roadway plus 10 degrees."

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Study would be equal to or greater than the measured luminance from a precisely perpendicular plane analysis. Therefore, this study utilizes a vertical illuminance analysis. The existing illuminance is measured with a Minolta illuminance meter.

The existing luminance is measured at each Monitoring Site within the visual field toward the Project site from that Monitoring Site. The luminance measurements document the existing light sources and illuminated surfaces visible at the Monitoring Site within the visual field toward the Project Site. This existing conditions luminance data is measured with a Minolta LS-100 Luminance meter with procedures consistent with best practices for field measurement of luminance as per IESNA standards. The LS-100 meter utilized by Francis Krahe & Associates, Inc. reports luminance data in either candelas per square meter or footlamberts (fL). All existing luminance data measured and reported in this Study are recorded as cd/m^2 .

1.1 Monitoring Site Locations

Monitoring sites are utilized to describe and evaluate the existing lighting conditions at sensitive use properties surrounding the Project site to determine the maximum potential change that may result from the Project onto sensitive use properties surrounding the Project site. All Monitoring Site locations are within close proximity of the Project site, are adjacent to existing residential properties or other sensitive use sites, and may have views of the Project. Monitoring Sites are located within the public right of way within close proximity to the nearby sensitive use properties.

The following criteria were used to select potential Monitoring Site locations:

Project Light Visibility – Monitoring sites are analyzed that provide direct view of the areas of greatest light intensity from the Project.

Proximity – Monitoring sites at the least distance to the Project are analyzed. Light degrades rapidly relative to the distance from the light source (see Inverse Square Law, Glossary, below). Therefore, more distant residential properties or other sensitive use sites farther away from the Project will receive substantially less light than the Monitoring Sites.

1.2 Monitoring Site Evaluation Criteria

The following factors are used to assess the existing lighting conditions at each Monitoring Site with field survey evaluation of the distance to the Project site, the visibility of the Project site from the Monitoring site, and measurements of illuminance and luminance (where Sign is visible), and photography of the visual field toward the Project site from the Monitoring Sites.

Table 1: Existing Lighting Conditions Criteria at Monitoring Sites

Criteria	Metric	Procedure
Light Trespass - Illuminance	Measured illuminance (footcandle) at each Monitoring Site	Measured horizontal and vertical illuminance (toward the Project site) at each Monitoring Site with Minolta illuminance meter.
Glare – Luminance Contrast Ratio	Observed existing conditions including view to the Project site. Measured luminance (cd/m^2) at Monitoring Sites where Sign will be visible within field of view to a Project Site from the Monitoring Site	Observed conditions with respect to the visibility of the Sign and the Project site from the Monitoring Site and visible light sources, lighted surfaces, and other illuminated signs. Where the Sign is visible, Luminance measurements with Minolta luminance meter.

2. Analysis

This analysis of the Project includes evaluation of the light from the Project at the nearest adjacent residential use properties to the Project or other nearest sensitive use sites. This analysis includes an evaluation of light trespass from the Project and evaluation of visible glare from the Project at residential use or other sensitive use properties, or at adjacent roadway locations. This Study presents a conservative analysis with respect to light trespass and glare. The Project is evaluated with a sign configuration operating at the maximum permissible light intensity within the limits defined by the Sign Concept Plan as identified in Appendix A.

2.1 Light Trespass Analysis

The light trespass analysis evaluates the light from the Sign, and determines the distance from the Sign where the light trespass illuminance is 0.37 fc maximum, or 50% below the maximum permitted by CEC LZ3. This distance is then compared to the distance to the nearest residential use properties and other sensitive use properties to determine the potential for light trespass impact.

The distance to the location where the Sign may produce a light trespass impact is determined by way of the illuminance calculation software (AGI). This maximum light trespass will occur directly perpendicular to the Sign face while operating at the maximum permitted night luminance (300 cd/m², all white). The distance to the location where light trespass from the Sign is less than the maximum threshold is determined by the calculations presented below in Section G below.

2.2 Glare Analysis

Glare from the Project is evaluated at night at nearby residential use properties with a view to the Sign from the residential use properties, and for drivers on adjacent streets. Where the Sign may be visible from a residential use property, the glare from Signs is determined by the contrast ratio, which equals the maximum sign luminance divided by the measured average existing luminance within the field of view at the Monitoring Sites identified in the field survey of existing conditions (see Section F below). Contrast ratios greater than 30:1 are considered potential glare conditions.

Glare from the Project that may impact drivers is analyzed with respect to compliance with the California Vehicle Code requirements for both night and day conditions at adjacent roadways. According to California Vehicle Code Section 21466.5, the Signs would have a significant impact with regard to artificial light or glare if:

- The maximum measured brightness of a light source within 10 degrees from a driver's normal line of sight exceeds 1,000 times the minimum measured brightness in the driver's field of view when the minimum values in the field of view are 10 footlamberts (fL) or more.
- Or, when the minimum luminance in the drivers field of view is less than 10 footlamberts (fL) the source brightness exceeds 500 fL plus 100 times the angle, in degrees, between the driver's line of sight and the light source.

The glare analysis that may impact drivers includes evaluation of the view angle at each Roadway Monitoring Site location from the driver's line of sight to the Signs, to determine the visibility of the Signs, and evaluates the maximum luminance permitted by the California Vehicle Code at that angle of view.

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F. EXISTING CONDITIONS ANALYSIS

The Existing Conditions Analysis evaluates the existing lighting conditions at the Project site and at the nearest, surrounding sensitive use properties to the Project site. At each sensitive use property a nearby Monitoring Site within the public right of way is established where the view from the Monitoring Site to the Project Site is evaluated and photographed, and if the Sign is visible from this location, the existing ambient illuminance and luminance within the field of view to the Project site are measured. The view toward the Project site is photographed.

1. Monitoring Site Survey Data

The observations and measurement of existing lighting conditions within and surrounding the Project site are summarized below at each Monitoring Site. Figure 3 illustrates the location of the Project site and surrounding residential use properties (shaded red), and the location of the Monitoring Sites. The Monitoring Site locations

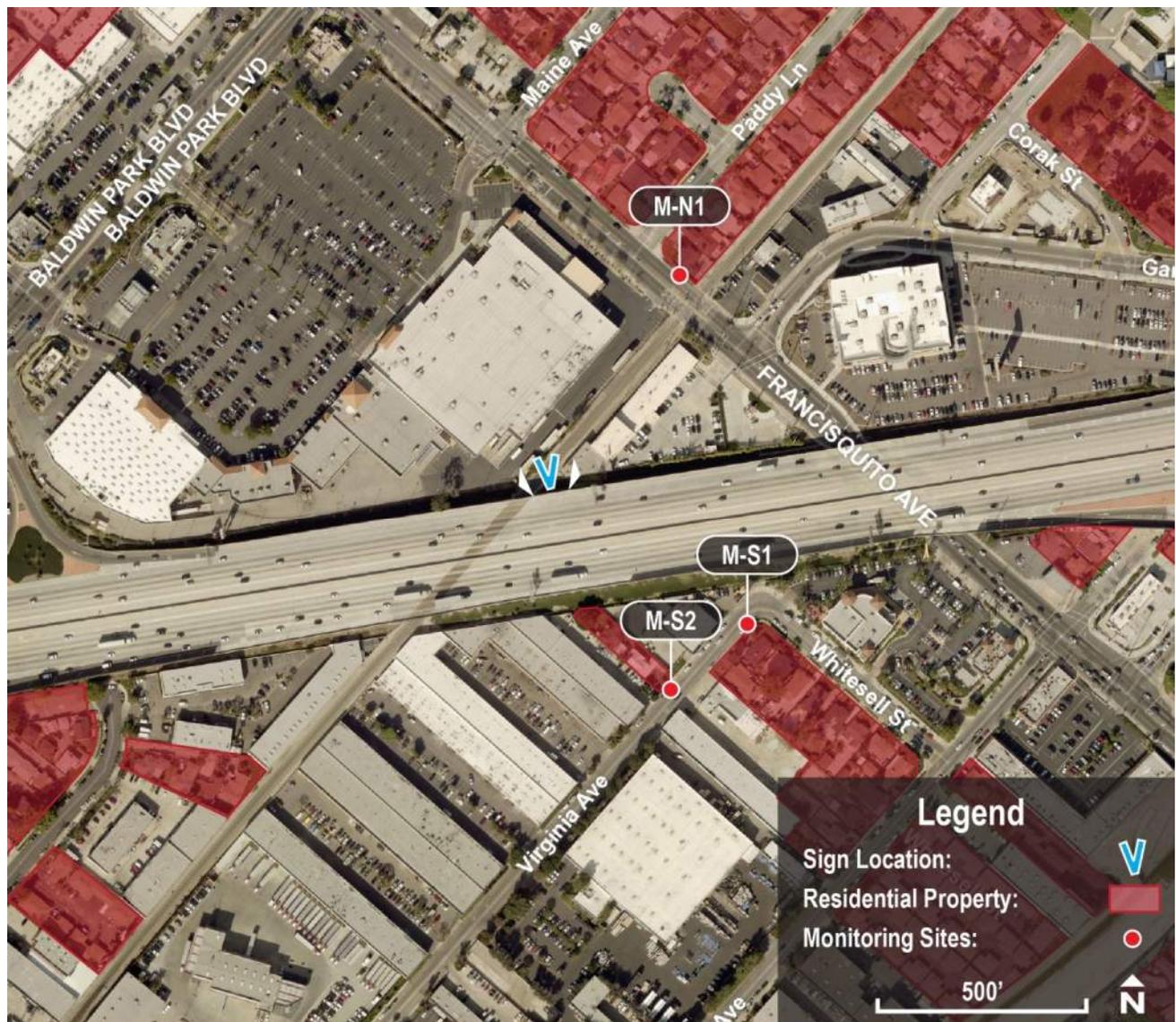


Figure 3: Project Signs, Monitoring Site locations, and adjacent residential properties

are adjacent to the nearest residential use properties to the Sign. More distant properties will receive substantially less light from the Sign and are therefore less affected by the light from the Sign.

There is no existing lighting within the Project Site. Lighting within adjacent commercial properties and roadway lighting on the adjacent right of way contribute to the ambient lighting conditions at the Project site.

1.1 Distance and Visibility

The distance from each Monitoring Site to the Sign is noted in Table 3. All Monitoring Sites have limited or no direct view of the illuminated Sign faces.

The illuminated faces of the Sign will not be visible from M-N1 due to the distance from the Sign and the orientation of the Sign. The nearest adjacent residential property with potential view of the Sign is at 3102 Paddy Lane, which is 532 feet from the Sign to the north and directly behind the illuminated Sign faces. The illuminated Sign faces are oriented to the south east and south west, and away from the view from residences to the north of the Sign.

The Sign is not visible from M-S1 due to the distance from the Sign, the elevation of the US 10 Freeway and elevation of the sound wall barrier wall located within the US 10 Freeway right of way southern boundary.

The Sign is not visible from M-S2 due to the distance from the Sign, the elevation of the US 10 Freeway and elevation of the sound wall barrier wall located within the US 10 Freeway right of way southern boundary.

Table 2: Monitoring Site Locations and Distance to Sign

Monitoring Site	Location	Distance to Nearest Project Sign (feet)
M-N1	Within the public right of way on the north side of Francisquito Avenue, adjacent to the south property line of 3102 Paddy Ln.	532
M-S1	Within the public right of way on the south side of Virginia Avenue, adjacent to the north property line of 13401 Virginia Avenue.	512
M-S2	Within the public right of way on the south side of Virginia Avenue, adjacent to the north property line of 10555 Virginia Avenue.	361

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1.2 Existing Illuminance:

Table 3 summarizes the existing conditions measured horizontal and vertical Illuminance at the Monitoring Sites. Measured illuminance greater than 0.74 fc is evaluated as high illuminance, from 0.37 fc to 0.74 fc is evaluated as medium illuminance, and 0.37 fc or less is evaluated as low illuminance.

Table 3: Measured Illuminance (fc) at Monitoring Sites

Monitoring Site	Illuminance (fc)		Evaluation
	Horizontal	Vertical	
M-N1	0.61	0.11	Medium Horizontal Illuminance, Low Vertical Illuminance
M-S1	0.45	0.31	Medium Horizontal Illuminance, Low Vertical Illuminance
M-S2	0.95	0.84	High Horizontal Illuminance, High Vertical Illuminance

1.3 Visibility of the Sign and Glare:

Glare is a result of high luminance source or surfaces within the visual field. The Sign is not visible from the adjacent Monitoring Sites, therefore, glare is not visible or possible, and no existing luminance is measured at the Monitoring Sites.

1.4 Monitoring Site M-N1:

Monitoring Site M-N1 is located east of the Fancisquito Avenue and Paddy Lane intersection, north east of the Project Site, adjacent to the residential property at 3102 Paddy Lane. This location is used to evaluate residential use properties to the north of the Project Site. The distance to the Sign is approximately 532 feet. Prominent light sources visible within the field of view to the Project site include street lighting, lighting within the Target parking lot, and night sky glow from surrounding area.



Figure 4: Monitoring Site M-N1 day image. October 31, 2022 11:45 am



Figure 5: Monitoring Site M-N1 night. November 16, 2022 6:42 pm

1.5 Monitoring Site M-S1:

Monitoring Site M-S1 is located south of the US 10 Freeway, due south of the Sign location, adjacent to the residential property at Virginia Avenue. This location is used to evaluate residential use properties to the south



Figure 6: Monitoring Site M-S1 day image, October 31, 2022 11:45 am

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of the Project Site. The distance to the Project Sign is approximately 509 feet. Prominent light sources visible within the field of view to the Project Site include street lighting and night sky glow from surrounding area.

1.6 Monitoring Site M-S2:

Monitoring Site M-S2 is located south of the US 10 Freeway, due south of the Sign location, adjacent to the residential property at Virginia Avenue. This location is used to evaluate residential use properties to the south of the Project Site. The distance from the north elevation of the residence to the Project Sign is approximately 360 feet. Prominent light sources visible within the field of view to the Project Site include roadway lights within the US 10 Freeway and night sky glow from surrounding area.



Figure 7: Monitoring Site M-S2 day image. October 31, 2022 11:45 am

G. PROJECT LIGHTING ANALYSIS

The analysis of the Project includes evaluation of the light trespass illuminance from the Project at adjacent residential use properties, and an evaluation of glare from the Project visible at residential use properties or at adjacent roadway locations. This Study analyzes the Sign within the proposed Project site for both light trespass illuminance and glare.

This Study presents a conservative analysis with respect to light trespass and glare. The Project Sign presented in Appendix A is evaluated with the Sign operating at the maximum luminance (6,000 cd/m² during daytime and 300 cd/m² during twilight and night time), all white.

1. Light Trespass Analysis

Light trespass illuminance is evaluated at the nearest adjacent residential use properties. The Sign is located within Metro property, adjacent to the US 10 Freeway, and commercial or industrial properties. There is no light trespass impact at commercial or industrial properties. There is no visibility from the nearest residential properties to the south due to the height of the US 10 Freeway and adjacent sound wall barriers. The nearest adjacent residential property with potential view of the Sign is at 3102 Paddy Lane, which is 532 feet away to the north and directly behind the Sign. The Sign faces are oriented to the south east and south west, away from the view from residences to the north of the Sign.

Light degrades exponentially with distance (see Inverse Square Law above). Therefore, residential properties more distant from the Signs receive much less light than locations close to the Signs. The Sign is analyzed to determine any residential properties located within a distance where light trespass may be significant. Light trespass from the Sign is calculated to determine the critical distance where light trespass is significant. Sign locations where the distance to the nearest residential properties are greater than the Sign critical distance will not receive light trespass illuminance that exceeds the thresholds defined in Section E above, and therefore will not create an impact.

This Study evaluates light trespass illuminance for the Sign with procedures as recommended by the IESNA.

1.1 Sign Light Trespass Illuminance Analysis

The light trespass illuminance from the Project Sign is evaluated to determine a conservative standard distance where Sign light trespass illuminance would be far below the thresholds established above, for the Sign dimensions defined in Appendix A and maximum luminance of the Sign,. This conservative distance is used to determine the extent of residential use properties near to the Sign locations where there would be potential for light trespass illuminance. Light decreases exponentially as the distance increases from the Sign². Therefore, residential use properties located farther away from the Project Sign will receive exponentially less light than locations near to the Sign. The Sign illuminance calculation determines a conservative distance from the Signs to exclude any potential impact at residential use properties located at greater distances.

Light trespass is calculated by the illumination modeling software program AGI32, which utilizes a 3-dimensional architectural computer model, including the sign dimensions and luminous specifications (as defined herein within Appendix A) to generate an accurate prediction of future illuminance.

The Project Site diagram presented as Figure 5 below illustrates the maximum distance where the light trespass illuminance from the Sign is 0.74 fc or less, and the distance from the Sign where light trespass illuminance is less than 0.37 fc. Light degrades rapidly over distance as explained by the Inverse Square Law. Therefore, any residential properties located at distances greater than the distance illustrated in Figure 5 will receive less than

² Inverse Square Law

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0.37 fc. Therefore, any residential use properties located beyond the circumference of the circle illustrated in Figure 5 will not receive significant light trespass from the Signs and do not need further study.

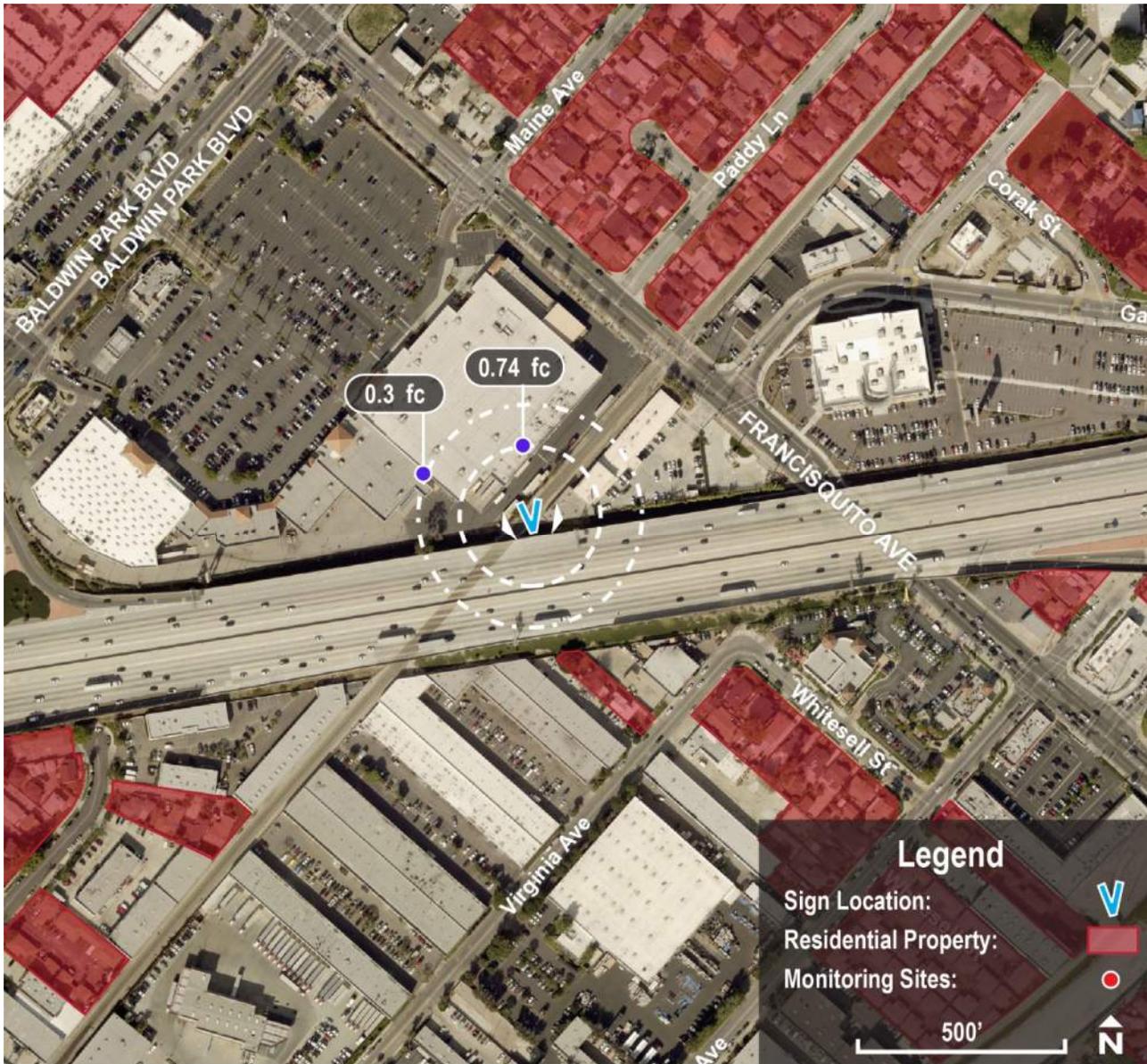


Figure 8: Project Signs, light trespass boundary, and adjacent residential properties

The Sign Light Trespass illuminance calculations determine the distance from the Sign where the Sign illuminance has decreased to less than the light trespass threshold (0.37 fc). The distance where Sign light trespass illuminance is at or less than the threshold is presented in Table 5. The Sign is calculated as operating at the maximum night time luminance. The Sign is modeled as two sided with dimensions and elevation above the ground described in Appendix A. The Sign light trespass analysis defines a conservative distance to evaluate the potential for Project Signs to create a light trespass impact.

Table 4: Project Sign Maximum Light Trespass Illuminance Distance

Sign Description ³	Sign Dimensions	CEC LZ3 (0.74 fc)	50% of CEC LZ3 (0.37 fc)
Double face Project Sign visible to US 10 Freeway	14' x 48'	170'	237'

The Sign is located adjacent to industrial and commercial use properties, within Metro property, and adjacent to the US 10 Freeway, with few nearby residential use properties. Commercial and industrial use properties are not considered sensitive use sites because additional night time illuminance does not interfere with or degrade the use of these properties.

All residential use properties are located farther than 237 feet from the Sign as demonstrated in Figure 5 above. Therefore, the light trespass illuminance from the Sign received at any residential property from the sign will be far less than 0.74 fc the CEC recommended Light Trespass limit, and less than 0.37 fc, 50% of the CEC maximum light trespass limit. Therefore, the Project Sign will not create a significant source of Light Trespass.

2. Glare Analysis

Glare from the Project is evaluated at adjacent residential properties where the Sign may be visible, and for drivers on adjacent streets and freeways. Where the Sign is visible from a residential property, the Project Sign Lighting luminance is evaluated by the contrast ratio, which equals the maximum Project luminance divided by the measured average existing luminance within the visual field as measured at the Monitoring Sites identified in the field survey of existing conditions (see Section F above). Contrast ratios greater than 30:1 are considered potential glare conditions.

Glare is a result of high luminance source or surfaces within the visual field. The Sign is not visible from the adjacent Monitoring Sites, therefore, glare is not visible or possible, and no existing luminance is measured at the Monitoring Sites. Therefore, there is no glare impact at the Monitoring Sites.

2.1 Roadway Glare Analysis

In addition, the potential roadway glare impacts are analyzed with respect to the Project luminance compliance with the California Vehicle Code requirements for night, twilight, and day conditions.

The Project's lighting effect on a driver's visibility is evaluated by way of the methodology discussed above at the center line of the driver's field of view and at angles wider than the center line of the driver's field of view. Bright sources within the driver's field of view, from the centerline of the roadway to angles up to 90 degrees from the center line of the roadway, may create glare if the light source is brighter than the limits established by the CVC. As summarized below, the results of this Study demonstrate that the maximum Project luminance is less than the limits established by the CVC for excessive luminance, or glare, during night, twilight (sunset and sunrise) and during the day. Accordingly, the Project luminance is far below the maximum permitted luminance by the CVC requirements for roadways approaching the Signs from all directions.

The roadway glare analysis evaluates the maximum Sign luminance during night, twilight, and day with respect to the most stringent requirements of the CVC to determine if the Project creates distracting glare to drivers. As defined in Appendix A, the maximum Sign luminance at night and during twilight in all white mode is 300 cd/m², and the maximum Sign luminance during the day is 6000 cd/m², in all white mode.

The most stringent condition contained within the CVC Section 21466.5, states: "except that when the minimum measured brightness in the field of view is 10 footlamberts or less, the measured brightness of the light source

³ See Appendix A

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in footlamberts (fL) shall not exceed 500 plus 100 times the angle, in roadway degrees, between the driver's field of view and the light source." Thus, a conservative evaluation occurs where a Sign is visible within the centerline of a driver's field of view, the angle noted above within the field of view is 0, the surrounding surface luminance is less than 10 fL, and therefore the maximum allowable luminance is 500 fL. Therefore, the most conservative condition at night or at twilight evaluates the Sign maximum luminance in comparison to the maximum permitted luminance defined by CVC, which is 500 fL.

A measured brightness within the drivers field of view of less than 10 fL occurs at night when the maximum Sign luminance is 300 cd/m^2 , which converts to english units from metric units as 87.6 fL. The Sign maximum luminance would not exceed 87.6 fL, which is 17.5% of the 500 fL CVC maximum, which is the most conservative limit provided by the CVC for conditions where the minimum brightness in the driver's field of view is less than 10 fL. Therefore, at night, the Sign within the driver's field of view would not exceed 500 fL and, therefore, would not introduce a new source of glare as defined by the CVC Section 21466.5.

When the sign is located beyond the driver's 10 degree field of view, the maximum luminance is permitted to increase under the CVC. For example, light sources located 15 degrees from the centerline of the driver's field of view are limited to a maximum of 1,000 fL (500 fL plus 100 times the angle (5 degrees) = 1,000 fL). The maximum Sign luminance at night is 300 cd/m^2 or 87.6 fL, or less than approximately 8.8% of the maximum allowed by the CVC for Signs located at 15 degrees from the center of the driver's field of view. Therefore, at night, the Signs beyond the driver's 10 degree field of view would not exceed the 1000 fL and would not introduce a new source of glare as defined by the CVC Section 21466.5.

The Sign is evaluated during twilight (the transition period from day to night, from sunset to 45 minutes after sunset, and from 45 minutes before sunrise to sunrise). Sunlight increases gradually from the minimum brightness during the night to maximum brightness at mid-day, and then decreases gradually to the minimum brightness after sunset during the night. The minimum ambient luminance from sunlight occurs 45 minutes after sunset or later, until at least 45 minutes before sunrise. During evening twilight, from sunset and for 45 minutes thereafter, the ambient sunlight will be greater than the minimum values at night due to the light from the setting sun. And during morning twilight, from 45 minutes prior to sunrise until sunrise the minimum luminance will be greater than the minimum luminance during the night due to the rising sun. This Study applies the CVC minimum light criteria for night conditions (10 fL) during twilight, extending the duration of minimum sunlight, to present a conservative evaluation of glare. Therefore, the maximum luminance during twilight permitted by the CVC is 500 fL, which equals $1,579 \text{ cd/m}^2$.

The Sign luminance will not exceed 300 cd/m^2 (87.6 fL), from sunset to sunrise. At 45 minutes prior to sunset the Signs transition from the maximum daytime luminance of $6,000 \text{ cd/m}^2$ to the maximum nighttime luminance of 300 cd/m^2 . This transition is completed no later than sunset to avoid potential high contrast, glare conditions. Similarly, the Signs transition from the night maximum luminance of 300 cd/m^2 to the day maximum luminance of $6,000 \text{ cd/m}^2$, beginning no earlier than 45 minutes prior to sunrise. Therefore, the Signs would not exceed the CVC maximum of 500 fL, and therefore would not introduce a new source of glare during twilight.

The evaluation of the Sign luminance during the day (from sunrise until 45 minutes before sunset) compares the daytime, ambient brightness to the maximum sign brightness required by the CVC during full sun conditions and overcast sky conditions. The CVC, Section 21466.5, above, permits the Signs to "generate light intensity levels greater than 1,000 times the minimum measured brightness in the driver's field of view, except when the minimum values are less than 10 (fL)."

During the day (sunrise until 45 minutes before sunset), sunlight with clear sky conditions or light overcast conditions provides sufficient illuminance to generate surface brightness greater than 10 fL and up to 1200 fL on the least reflective surfaces, such as roadway pavement. Utilizing the value of 10 fL as the minimum within the driver's field of view, the maximum allowable brightness would be 1,000 times 10 fL, or 10,000 fL. The daytime maximum Sign luminance is $6,000 \text{ cd/m}^2$ (1,751 fL), which is less than 17.5% of the maximum luminance stipulated

by the CVC. Therefore, the Sign will not create a new source of glare during day time hours of operation with clear sky or light overcast conditions.

Severe storms, heavy cloud cover, or other atmospheric conditions may occur during the day, which may cause the minimum brightness within the driver's field of view to be less than 10 fL. The Sign includes an electronic control system to reduce the sign luminance from 6,000 cd/m² (1,751 fL) to 300 cd/m² (87.6 fL) maximum when the ambient sun light falls to illuminance values similar to night, less than 100 fc. During the day, when storms, cloud cover, or other low ambient sunlight conditions occur and when the ambient sunlight is less than 100 fc, the Sign will transition from the daytime 6,000 cd/m² (1,751 fL) to 300 cd/m² (87.6 fL) maximum, and thereby ensures that the sign brightness remains less than the maximum brightness required by the CVC. Therefore, the Sign would not create a new source of glare during day time periods with storm or severe overcast weather conditions and would not exceed 87.6 fL, or 17.5% of the 500 fL maximum allowed by the CVC during overcast conditions.

The Sign will not exceed 300 cd/m² (87.6 fL) luminance at night or during overcast sky conditions, and will not exceed 6,000 cd/m² (1,751 fL) during the day. The Sign luminance is less than the CVC standard, including 17.5% of the maximum allowable luminance permitted by the CVC for glare during the day. Therefore, the Signs will not create a new source of glare.

H. CONCLUSIONS

This Study concludes the Project will not introduce a new source of light trespass or glare at residential use properties or other sensitive use properties. The Project Sign location was surveyed to determine adjacent residential use properties or other sensitive use properties that may have visibility of the Sign, or may receive light trespass illuminance. Properties to the north and south of the Sign were evaluated where there was a potential for visibility of the Sign from residential properties. There are no residential properties to the east, west, or south of the Project site that have a view of the Sign.

The Sign illuminance was evaluated in comparison to a conservative maximum distance where light trespass from the Sign would be less than 0.37 fc. There are no residential use properties or other sensitive use locations within 237 feet from the Sign. Therefore, all residential use properties or sensitive use properties near the Sign will receive less than 0.37 fc of light trespass and will not create a light trespass impact at residential or sensitive use properties.

Furthermore, the Project will not create a new source of glare. The Project potential to introduce a new source of glare is evaluated in this Study by comparison of the maximum night time sign luminance, which is set at 300 cd/m² in comparison to the existing luminance visible from the residential use properties where the Signs are visible. The Signs are not visible from nearby residential properties, therefore it is not possible to create a source of glare from the Signs at the residential use properties.

The Project potential for glare is also evaluated with respect to the requirements of the California Vehicle Code, which regulates the maximum light source luminance which may affect the visibility of drivers on roadways. The maximum Project Sign luminance is substantially less than (82% less than) the maximum permitted by the California Vehicle Code during the night and during the day.

This Study confirms the light trespass from the Project is less than 0.37 fc at residential use properties or other sensitive use properties adjacent to the Project Site, complies with the CEC maximum light trespass limits, and will not create a source of light trespass. Furthermore this Study confirms the Project will introduce a new source of glare at residential or other sensitive use properties. The Study also confirms the Project maximum luminance is less than the maximum luminance defined by the CVC for drivers, and therefore the Project will not introduce a new source of roadway glare. Since light intensity degrades exponentially with distance, residential properties

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or other sensitive use properties located farther from the Project Sites will receive substantially less light from the Sign. Therefore, there are no adverse lighting impacts resulting from the proposed Project Sign.

I. GLOSSARY OF LIGHTING TERMINOLOGY

Discussions of lighting issues include precise definitions, descriptions or terminology of the specific lighting technical parameters. The following glossary summarizes explanations of the technical lighting terms utilized in this Study and the related practice standards to facilitate discussion of these issues. The following technical terms are defined by IESNA as ANSI/IES LS-1-21, and are used in this Study.

Brightness: “The attribute of a visual sensation according to which an area appears to emit more light or less light”. The magnitude of sensation results from viewing a source of light. This sensation is determined partly by the source of light and partly by the conditions of observation (context). The context establishes the state of adaptation of the eye. For example, auto head lamps appear bright at night and dim during the day, because the eye adapts to the higher brightness of daylight.

Candela: The Standard International (SI) unit of luminous intensity. One candela is one lumen per steradian (lm/sr). Candela is a measure of light energy from a source at a specific standard angle and distance. Candela (cd) is a convenient measure to evaluate output of light from a light source in terms of both the intensity of light and the direction of travel of the light energy away from the source.

Contrast: Calculated comparison ratio of luminance, where luminance of a subject is compared to a second luminance of an adjacent subject, or to the average luminance within the field of view of an observer. High contrast, where the ratio exceeds 30 to 1, is usually deemed uncomfortable; contrast ratios greater than 10 to 1 are clearly visible; and contrast ratios less than 3 to 1 appear to be equal.

Glare: The sensation produced by luminance within the [visual field](#) that are sufficiently greater than the [luminance](#) to which the eyes are adapted to cause annoyance, discomfort, or loss in [visual performance](#) or [visibility](#). Note: The magnitude of the sensation of glare depends on such factors as the size, position and luminance of a source; the number of sources; and the luminance to which the eyes are adapted.

Glare is visual discomfort experienced from high luminance or high range of luminance. For exterior environments at night, glare occurs when the range of luminance in a visual field is too large. The light energy incident at a point is measured by a scale of footcandles or lux, and is described in the technical term Illuminance. This incident light is not visible to the eye until it is reflected from a surface, such as pavement, wall, dust in the atmosphere or the surface of a light bulb. The visible brightness of a surface is measured in footlamberts (or metric equivalent candelas per square meter) and is described by the term Luminance.

The human eye processes brightness variations across a very broad spectrum of intensities. The range of brightness generated by direct noon sun versus a

moonlight evening is over 5000 to 1. Human eyes are capable of accommodating to this range of intensities given adequate time to adjust. However, the eye cannot process brightness ratios of more than 30 to 1 within a view without discomfort. See ANSI/IES, LS-6-20 Lighting Science: Calculation of Light and Its Effects, 10.2 Calculating Glare.

For the purpose of this analysis, brightness of light sources may be described subjectively by the following criteria:

High Contrast Conditions: View of light fixture emitting surface, such as a lens, reflector, or lamp, where brightness contrast ratio exceeds 30 to 1 (source Luminance to background Luminance ratio in footlamberts).

Medium Contrast Conditions: Brightly lighted surfaces where contrast ratio exceeds 10 to 1, but is less than 30 to 1 (lighted surface Luminance to background Luminance ratio in footlamberts).

Low Contrast Conditions: Illuminated surfaces where contrast ratio exceeds 3 to 1, but less than 10 to 1 (source Luminance to background Luminance ratio in footlamberts).

Illuminance:

The areal density of the luminous flux incident at a point on a surface. Illuminance is the means of evaluating the density of Luminous Flux. Illuminance indicates the amount of Luminous Flux from a light source falling on a given area. Illuminance is measured in footcandles (fc) which is the lumens per square foot, or Lux (lumens per square meter). Illuminance need not necessarily be related to a real surface since it may be measured at any point within a space. Illuminance is determined from the Luminous intensity of the light source. Illuminance of a point source decreases with the square of the distance from the light source (see Inverse Square Law definition).

Inverse Square Law:

In physics, an inverse-square law is any physical law stating that a specified physical quantity or intensity is inversely proportional to the square of the

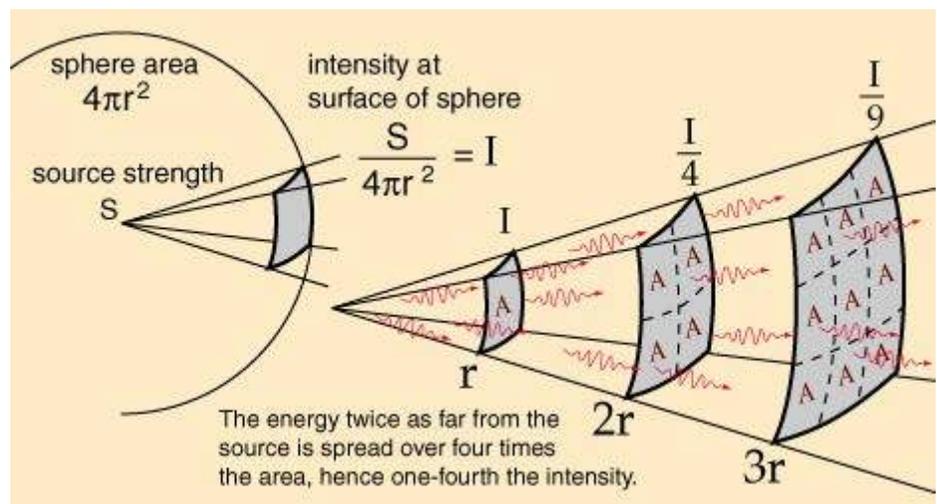


Figure 9: Inverse square law diagram (hyperphysics.phy-astr.gsu.edu)

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distance from the source of that physical quantity. The fundamental cause for this relationship can be understood as geometric dilution corresponding to point-source radiation into three-dimensional space (see Figure 4). The divergence of a vector field which is the resultant of radial inverse-square law fields with respect to one or more sources is everywhere proportional to the strength of the local sources, and hence zero outside sources. Newton's law of universal gravitation follows an inverse-square law, as do the effects of electric, magnetic, light, sound, and radiation phenomena. Thus, Illuminance decreases with the square of the distance from the light source.

Light Source:	Device which emits light energy from an electric power source.
Light trespass:	Electric light from subject property incident onto adjacent properties, measured in footcandles or lux, usually analyzed by measurement at or near the adjacent property line.
Lighting Zone (LZ):	Defined by IESNA and adopted by CALGreen.
Lighting Zone LZ2:	Outdoor areas of human activity where the vision of human residents and users is adapted to moderate light levels. Lighting is not uniform or consistent. Lighting is generally desired for safety, security and/or convenience.
Lighting Zone LZ3:	Outdoor areas of human activity where the vision of human residents and users is adapted to moderately high light levels. Lighting is generally desired for safety, security and/or convenience.
Lighting Zone LZ4:	Outdoor areas of human activity where the vision of human residents and users is adapted to high light levels. Lighting is generally desired for safety, security and/or convenience.
Lumen (lm):	“SI unit of luminous flux . Radiometrically, it is determined from the radiant power (see <i>luminous flux</i>). Photometrically, it is the luminous flux emitted within a unit solid angle (one steradian) by a point source having a uniform luminous intensity of one candela .”
Luminance:	Luminance is a measure of emissive or reflected light from a specific surface in a specific direction over a standard area. Luminance is measured in footlamberts (fL) ($1/\pi$ candela per square foot) or cd/m^2 (candela per square meter), $1\text{fL} = 3.43 \text{cd}/\text{m}^2$.
Luminance:	“The quotient of the luminous flux at an element of the surface surrounding the point, and propagated in directions defined by an elementary cone containing the given direction, by the product of the solid angle of the cone and the area of the orthogonal projection of the element of the surface on a plane perpendicular to the given direction. The luminous flux may be leaving, passing through, and/or arriving at the surface.”
	Luminance is a measure of emissive or reflected light from a specific surface in a specific direction over a standard area. Luminance is measured in

footlamberts (fL) ($1/\pi$ candela per square foot) or cd/m^2 (candela per square meter). $1\text{fL} = 3.43 \text{cd}/\text{m}^2$.

Whereas Illuminance indicates the amount of Luminous Flux falling on a given surface, Luminance describes the brightness of an illuminated or luminous surface. Luminance is defined as the ratio of luminous intensity of a surface (candela) to the projected area of this surface (m^2 or ft^2).

Luminous Flux:

Mean value of total candelas produced by a light source. Luminous Flux describes the total amount of light emitted by a light source, units Lumen (lm).

This radiation could basically be measured or expressed in watts. This does not, however, describe the optical effect of a light source adequately, since the varying spectral sensitivity of the eye is not taken into account. To include the spectral sensitivity of the eye the Luminous Flux is measured in lumen. Radiant Flux or 1 W emitted at the peak of the spectral sensitivity (in the photopic range at 555 nanometers produces a Luminous Flux of 683 lumen). The unit of lumen does not define direction.

Monitoring Sites:

Locations adjacent to the Project sites selected for observation and measurement to evaluate the visual field from the sensitive use properties to the Project sites to determine the extent and intensity of existing light sources within and surrounding the Project sites. The Monitoring Sites are within the public right of way, and may be adjacent to sensitive use sites. These locations are representative of the view to a specific Project site from the vicinity of the sensitive sites surrounding the Project to the north, south, east and west. Figure 2 below illustrates the Monitoring Site locations.

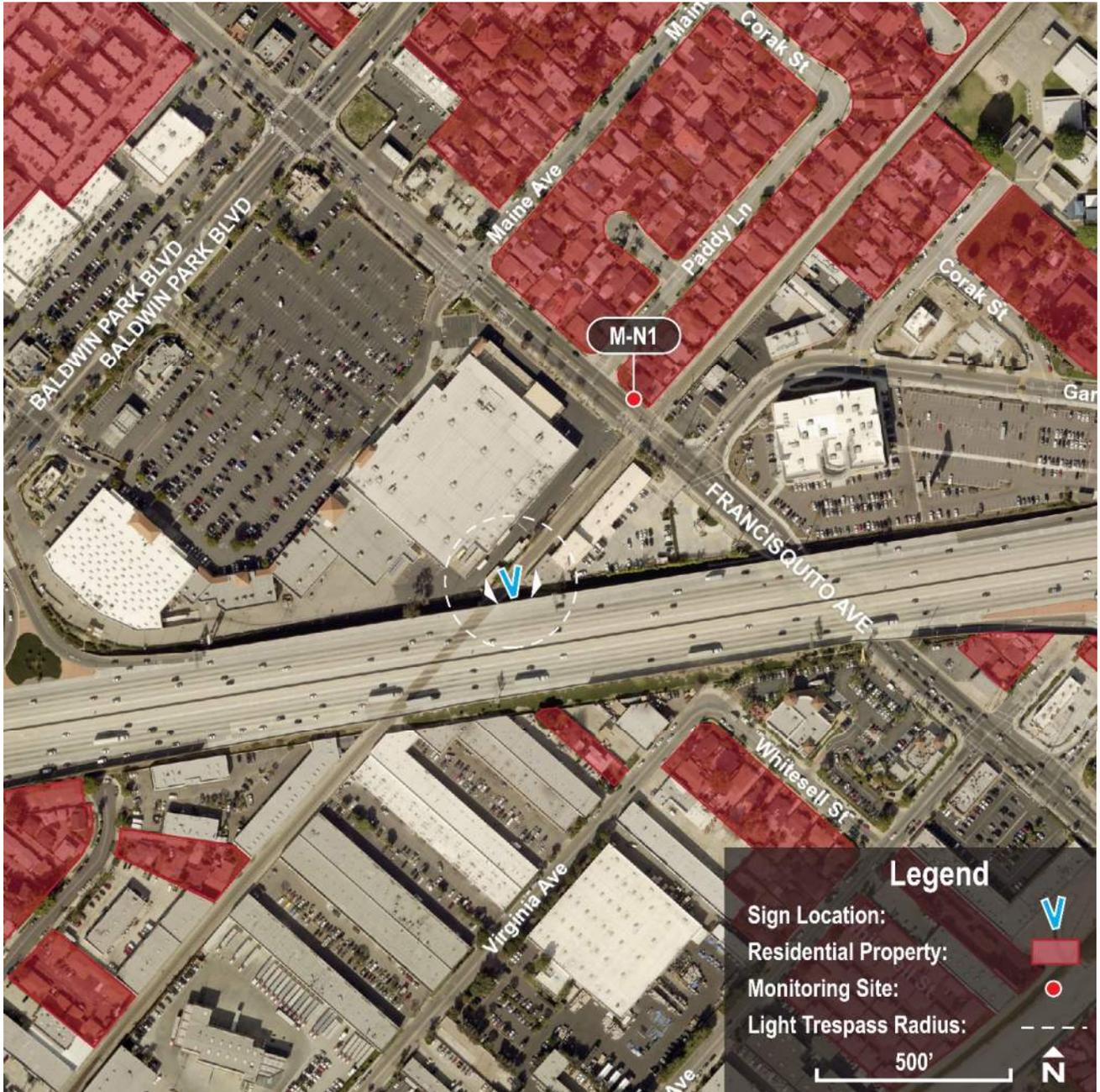
Skyglow:

"The brightening of the night sky that results from the scattering and reflection of light from the constituents of the atmosphere (gaseous molecules and aerosols), in the direction of the observer. Skyglow has two separate components: natural sky glow and artificial sky glow." Natural causes of skyglow include sunlight reflected from the surface of the earth and moon, sunlight illuminating the upper atmosphere, and visible illumination from other interplanetary sources. Human made causes of skyglow include electric light that is emitted directly upward into the sky (uplight), or reflected off of the ground.

Visual Field:

"The locus of objects or points in space that can be perceived when the head and eyes are kept fixed." In this Study existing and future lighting conditions are evaluated within the visual field from an observer's position at the Monitoring Sites to the Project site.

APPENDIX B. SIGN LOCATION PLAN



Baldwin Park Metro Sign Lighting Study

APPENDIX C. CALGREEN CHAPTER 5

California Green Building Code, Chapter 5, paragraph 5.106.8, Light Pollution reduction stipulates compliance with the California Energy Code for Lighting Zones 0-4 for light trespass and Backlight, Uplight, and Glare as per IES TM-15-11. However, Exception 1 allows for exclusion as noted in Section 140.7.

5.106.8 Light pollution reduction. [N] Outdoor lighting systems shall be designed and installed to comply with the following:

1. The minimum requirements in the *California Energy Code* for Lighting Zones 0-4 as defined in Chapter 10, Section 10-114 of the *California Administrative Code*; and
2. Backlight (B) ratings as defined in IES TM-15-11 (shown in Table A-1 in Chapter 8);
3. Uplight and Glare ratings as defined in *California Energy Code* (shown in Tables 130.2-A and 130.2-B in Chapter 8) and
4. Allowable BUG ratings not exceeding those shown in Table 5.106.8 [N], or
Comply with a local ordinance lawfully enacted pursuant to Section 101.7, whichever is more stringent.

Exceptions: [N]

1. Luminaires that qualify as exceptions in Section 140.7 of the *California Energy Code*.

SECTION 140.7 PRESCRIPTIVE REQUIREMENTS FOR OUTDOOR LIGHTING includes the following requirements.

- (a) An outdoor lighting installation complies with this section if it meets the requirements in Subsections (b) and (c), and the actual outdoor lighting power installed is no greater than the allowed outdoor lighting power calculated under Subsection (d). The allowed outdoor lighting shall be calculated according to outdoor lighting zone in Title 24, Part 1, Section 10-114.

Exceptions to Section 140.7(a): When more than 50 percent of the light from a luminaire falls within one or more of the following applications, the lighting power for that luminaire shall be exempt from Section 140.7:

...

7. Lighting of signs complying with the requirements of Sections 130.3 and 140.8.”

The Project includes lighting control systems which demonstrate compliance with Sections 130.3 and 140.8. Therefore, the Project is within the exceptions to Section 140.7(a), and therefore qualifies as an exception to the light trespass and glare requirement defined in Section 5.106.8 above.

The CEC sections that apply to the Signs are included below to define the required lighting controls to qualify as an exception within Section 140.7.

“California Energy Code (Title 24, Part 6)

Section 141.0 ADDITIONS, ALTERATIONS AND REPAIRS TO EXISTING NONRESIDENTIAL, HIGH-RISE RESIDENTIAL, ... AND TO INTERNALLY AND EXTERNALLY ILLUMINATED SIGNS

Additions, alterations, and repairs to existing ... internally and externally illuminated signs, shall meet the requirements specified in Sections 100.0 through 110.10, and 120.0 through 130.5 that are applicable to the building project, and either the performance compliance approach (energy budgets) in Section 141.0(a)2 (for additions) or 141.0(b) 3 (for alterations), or the prescriptive compliance approach in Section 141.0(a)1 (for additions) or 141.0(b)2 (for alterations)...

Section 100.0 Scope, (d) Outdoor lighting and indoor and outdoor signs. The provisions of Part 6 apply to outdoor lighting systems and to signs located either indoors or outdoors as set forth in Table 100.0-A. ...

Table 100.0 - A APPLICATION OF STANDARDS

OCCUPANCIES	APPLICATION	MANDATORY	PRESCRIPTIVE	PERFORMANCES	ALTERATIONS/ ADDITIONS
Signs	Indoor and Outdoor	110.9, 130.0, 130.3	140.8	N.A.	141.0, 141.0(b)2H

”...

and paragraph 6 page 3, states:

“Signs. Sections 130.0, 130.3 and 140.8 apply to newly constructed signs located either indoors or outdoors, and Section 141.0 applies to sign alterations located either indoors or outdoors.”

The requirements of SECTION 110.9, MANDATORY REQUIREMENTS FOR LIGHTING CONTROLS stipulate the type and method of outdoor lighting control systems and the types and methods of daylight sensors required for Signs to provide automatic reduced sign lighting after sunset and before sunrise.

The requirements of SECTION 130.0 LIGHTING SYSTEMS AND EQUIPMENT, AND ELECTRICAL POWER DISTRIBUTION SYSTEMS – GENERAL, include the following pertaining to outdoor signs:

“(a) The design and installation of all lighting systems and equipment in nonresidential, high-rise residential, hotel/motel buildings, outdoor lighting, and electrical power distribution systems within the scope of Section 100.0(a), shall comply with the applicable provisions of Sections 130.0 through 130.5.”

SECTION 130.3 SIGN LIGHTING CONTROLS, includes the following section that pertains to outdoor signs:

“(a) Controls for sign lighting. All sign lighting shall meet the requirements below as applicable:

2. Outdoor signs. Outdoor sign lighting shall meet the following requirements as applicable:

A. All outdoor sign lighting shall be controlled with a photocontrol in addition to an automatic time-switch control, or an astronomical time-switch control.

B. All outdoor sign lighting that is ON both day and night shall be controlled with a dimmer that provides the ability to automatically reduce sign lighting power by a minimum of 65 percent during nighttime hours. Signs that are illuminated at night and for more than 1 hour during daylight hours shall be considered ON both day and night.”

SECTION 140.8 PRESCRIPTIVE REQUIREMENTS FOR SIGNS

Maximum allowed lighting power.

For internally illuminated signs, the maximum allowed lighting power shall not exceed the product of the illuminated sign area and 12 watts per square foot. For double-faced signs, only the area of a single face shall be used to determine the allowed lighting power.

Alternate lighting sources. The sign shall comply if it is equipped only with one or more of the following light sources:

Light emitting diodes (LEDs) with a power supply having an efficiency of 80 percent or greater”

Baldwin Park Metro Sign Lighting Study

APPENDIX D. IESNA LP-11-20

ANSI/IES LP-11-20

4.1 Lighting Zone Definitions

Because identifying the appropriate outdoor lighting zone is a matter of judgment and consensus, there is no absolute means of determining which lighting zone designation is appropriate for a given area. The same type of lighting application may fall into different lighting zones in different jurisdictions or using different standards. As used in the *Joint IDA-IES Model Lighting Ordinance (MLO)*,⁹ the lighting zones are defined with suggested uses:

- **LZ-0: No ambient light**

LZ-0 (see **Figure 4-1**) includes areas where the natural environment could be seriously and adversely affected by small amounts of electric lighting at night. This includes biological cycles of flora and fauna, and human enjoyment and appreciation of the natural environment. The vision of human residents and users of these areas is adapted to the total darkness, and they do not expect to see electric lighting. Human activity is sparse and is subordinate in importance to the natural environment. There is no expectation for electric lighting. Although some lighting is allowed, it is required to be controlled.

LZ-0	Lighting Zone 0 should be applied to areas in which permanent lighting is not expected and when used, is limited in the amount of lighting and the period of operation. LZ-0 typically includes undeveloped areas of open space, wilderness parks and preserves, areas near astronomical observatories, or any other area where the protection of a dark environment is critical. Special review should be required for any permanent lighting in this zone. Some rural communities may choose to adopt LZ-0 for residential areas.	Recommended default zone for wilderness areas, parks and preserves, and undeveloped rural areas. Includes protected wildlife areas and corridors.
-------------	---	--

Figure 4-1. LZ-0 description from the MLO.

- **LZ-1: Low ambient light**

LZ-1 (see **Figure 4-2**) includes developed areas within a natural environment and areas of human activity that are inherently dark at night. Electric lighting at night could adversely affect the biological cycles of flora and fauna, or could interrupt the quiet, dark character of the area. The vision of human residents and users of these areas is adapted to the low light levels, and they do not expect to see electric lighting except where absolutely necessary to improve visibility and safety. In these limited areas, low light levels

are appropriate. Lighting is expected to be non-continuous (i.e., pools of light rather than uniform lighting along a path or roadway). After curfew, both light levels and uniformity may be reduced in some areas. An example of a parking lot in an LZ-1 area is shown in **Figure 4-3**.

LZ-1	Lighting Zone 1 pertains to areas that desire low ambient lighting levels. These typically include single and two family residential communities, rural town centers, business parks, and other commercial or industrial/storage areas typically with limited nighttime activity. May also include the developed areas in parks and other natural settings.	Recommended default zone for rural and low density residential areas. Includes residential single or two family, agricultural zone districts; rural residential zone districts; business parks; open space include preserves in developed areas.
-------------	---	---

Figure 4-2. LZ-1 description from the MLO.



Figure 4-3. A parking lot located in a Lighting Zone 1 community. (Image courtesy of Bob Parks)

- **LZ-2: Moderate ambient light**

LZ-2 (see **Figure 4-4**) includes areas human activity (i.e., habitation, recreation, and/or work) where electric lighting may be required for increased mobility and convenience at night. The vision of human residents and users of these areas is adapted to moderate light levels, and they have moderate expectations of electric lighting. Lighting is expected to be non-continuous (e.g., pools of light at crosswalks or intersections, rather than uniform lighting along a path or street). After curfew, both light levels and uniformity may be reduced in some areas as activity levels decline. **Figure 4-5** shows an example of a street located in an LZ-2 area.



Lighting Practice: Environmental Considerations for Outdoor Lighting

LZ-2	Lighting Zone 2 pertains to areas with moderate ambient lighting levels. These typically include multifamily residential uses, institutional residential uses, schools, churches, hospitals, hotels/motels, commercial and/or business areas with evening activities embedded in predominately residential areas, neighborhood serving recreational and playing fields and/or mixed use development with a predominance of residential uses. Can be used to accommodate a district of outdoor sales or industry in an area otherwise zoned LZ-1.	Recommended default zone for light commercial business districts and high density or mixed use residential districts. Includes neighborhood business districts; churches, schools and neighborhood recreation facilities; and light industrial zoning with modest nighttime uses or lighting requirements.
------	--	--

Figure 4-4. LZ-2 description from the MLO.



Figure 4-5. A street located in an LZ-2 area: fully shielded lighting, uniform distribution. (Image courtesy of Bob Parks)

• LZ-3: Moderately high ambient light

LZ-3 (see Figure 4-6) includes areas of human activity (i.e., habitation, recreation, and/or work) where electric lighting may be continuous and is required for and convenience at night. The vision of human residents and users of these areas is adapted to moderately high light levels, and they have moderate to high expectations of electric lighting. Lighting is expected to be continuous (e.g. lighting delivered fairly evenly along the length of a path or street). After curfew, both light levels and uniformity may be reduced in some areas as activity levels decline. Figure 4-7 shows an example of building façade lighting in an LZ-3 area.

LZ-3	Lighting Zone 3 pertains to areas with moderately high lighting levels. These typically include commercial corridors, high intensity suburban commercial areas, town centers, mixed use areas, industrial uses and shipping and rail yards with high night time activity, high use recreational and playing fields, regional shopping malls, car dealerships, gas stations, and other nighttime active exterior retail areas.	Recommended default zone for large cities' business district. Includes business zone districts; commercial mixed use; and heavy industrial and/or manufacturing zone districts.
------	---	---

Figure 4-6. LZ-3 description from the MLO.



Figure 4-7. A long-term care facility in an LZ-3 area: well-shielded lighting—no direct uplight. (Image courtesy of David Roederer)

• LZ-4: High ambient light

LZ-4 (see Figure 4-8) includes areas of high levels of human activity at night, including significant interaction among pedestrians and/or vehicles. The vision of humans when outside is typically adapted to moderate light levels. Lighting is continuous and is required for safety and convenience. Expectations for electric lighting are high, both in terms of light levels and uniformity along pathways or streets. However, both light levels and uniformity may be reduced after curfew hours in some areas as activity levels decline. Figure 4-9 shows an example of an urban entertainment area designated as LZ-4.

LZ-4	Lighting zone 4 pertains to areas of very high ambient lighting levels. LZ-4 should only be used for special cases and is not appropriate for most cities. LZ-4 may be used for extremely unusual installations such as high density entertainment districts, and heavy industrial uses.	Not a default zone. Includes high intensity business or industrial zone districts.
------	--	--

Figure 4-8. LZ-4 description from the MLO.



Figure 4-9. Example of an entertainment district in an LZ-4 urban area. (Image courtesy of Bob Parks)

Baldwin Park Metro Sign Lighting Study

APPENDIX E. IESNA TABLE 26.5

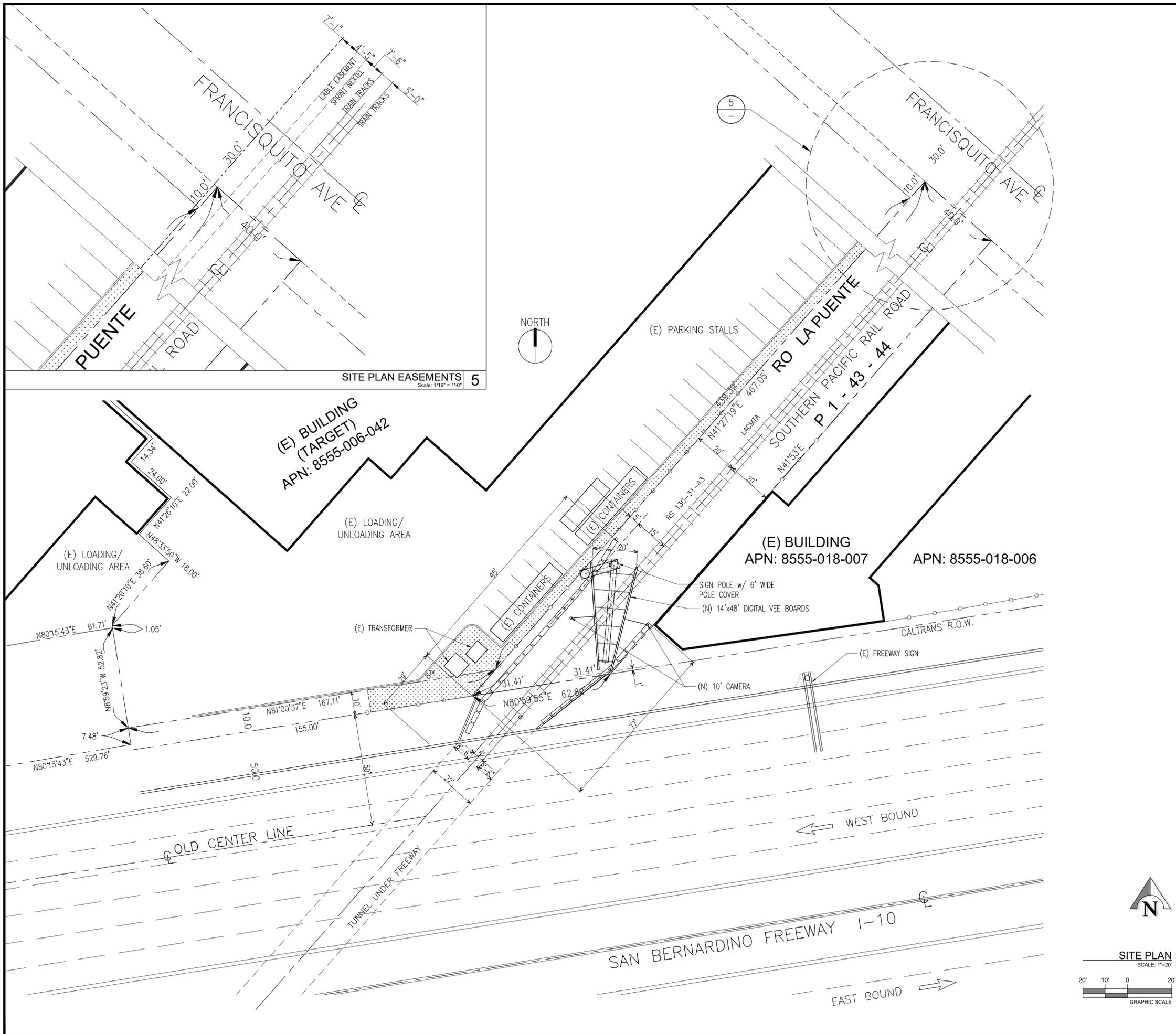
Table 26.5 | Recommended Light Trespass Illuminance Limits

Lighting Zone	Limit in lux ^a	
	Pre-curfew	Post-curfew
LZ4	15	6
LZ3	8	3
LZ2	3	1
LZ1	1	0
LZ0	0.1	0

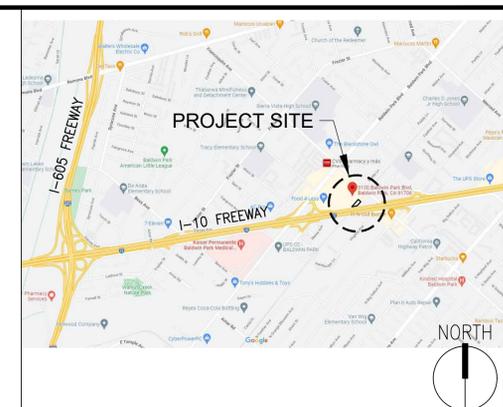
- a. Maximum initial illuminance on a plane perpendicular to the line of sight to the luminaire(s). Plane located at observer position where light trespass is under review. [7]

**Appendix B:
Project Plans**

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SITE PLAN EASEMENTS 5
Scale: 1/16" = 1'-0"



VICINITY MAP 1
N.T.S.

- **SCOPE OF WORK:** NEW 14'x48' DIGITAL VEE BILLBOARDS w/ OVERALL HEIGHT OF 80 FEET
- **PROJECT ADDRESS:** METRO TRANSPORTATION BALDWIN PARK, CA 91706
- **APN:** 8555-006-900
- **APPLICANT:** ALLVISION LLC
- **CIVIL & STRUCTURAL ENGINEER:** LEEDCO ENGINEERS, INC. 3380 FLAIR DR., SUITE 225 EL MONTE CA 91731 626-234-2247
- **APPLICABLE CODE:** 2022 CBC

PROJECT DATA 2
N.T.S.

M Metro

METRO HEADQUARTERS
LOS ANGELES COUNTY
METROPOLITAN TRANSPORTATION AUTHORITY
ONE GATEWAY PLAZA
LOS ANGELES, CA. 90012-2952

ALLVISION

ALLVISION, LLC
714 W. OLYMPIC BLVD., SUITE 710
LOS ANGELES, CA. 90015

LEEDCO ENGINEERS, INC.

3380 FLAIR DRIVE, SUITE 225,
EL MONTE, CA. 91731
(626) 234-2247

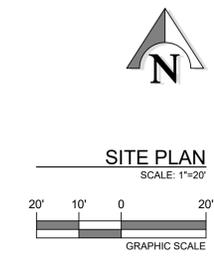
OWNER: ALLVISION
PROJECT ADDRESS: LACMATA LAND Baldwin Park, CA. 91706 (Address to be Verified)
New 14'x48' Double Face Digital Billboard

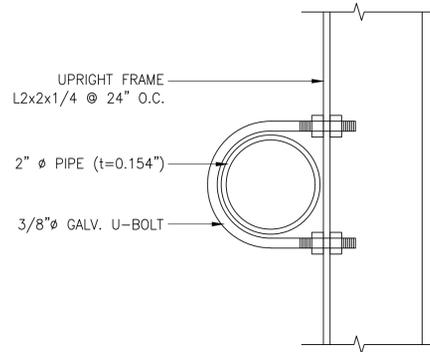
JOB #8464
80' O/A HEIGHT



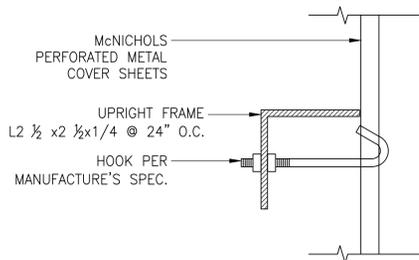
SITE PLAN VICINITY MAP

A1





UPRIGHT FRAME CONNECTION TO PIPE BEAMS
N.T.S.

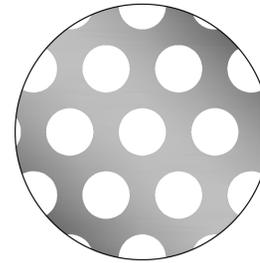


SCREEN CONNECTION DETAIL
N.T.S.

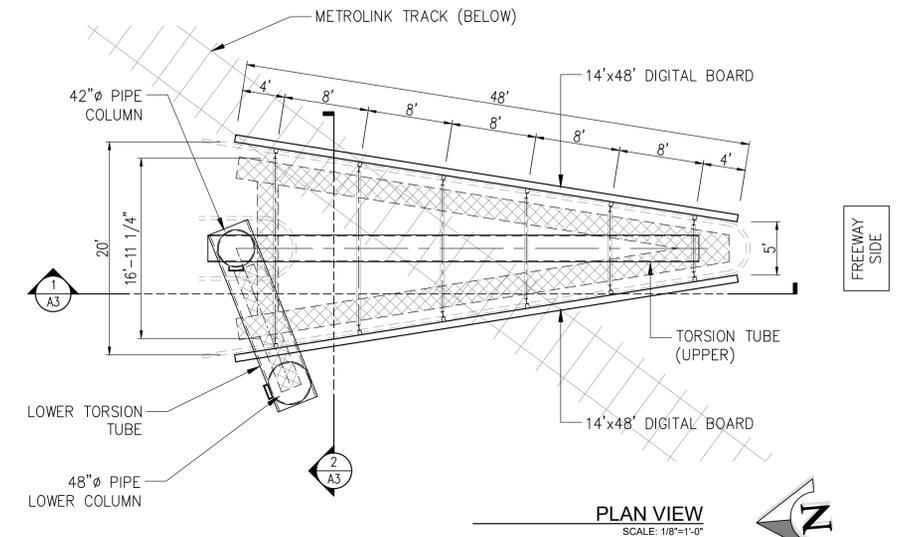


3/8" RD	1/2" Stg	11, 1/4	51%
3/8" RD	9/16" Stg	20, 16, 12, 11, 3/16, 14	40%
1/2" RD	11/16" Stg	20, 16, 14, 11, 10, 3/16, 1/4, 3/8	48%
3/4" RD	1" Stg	16, 11, 3/16, 1/4	51%
1" RD	1-1/4" Stg	11, 1/4	58%

FIN. PAINT COLOR = GRAY
GAGE SIZE = 16GA
WEIGHT = 1.6 POUNDS
GALVANIZED



McNichols PERFORATED CLOSURE PANEL
N.T.S.



PLAN VIEW
SCALE: 1/8"=1'-0"



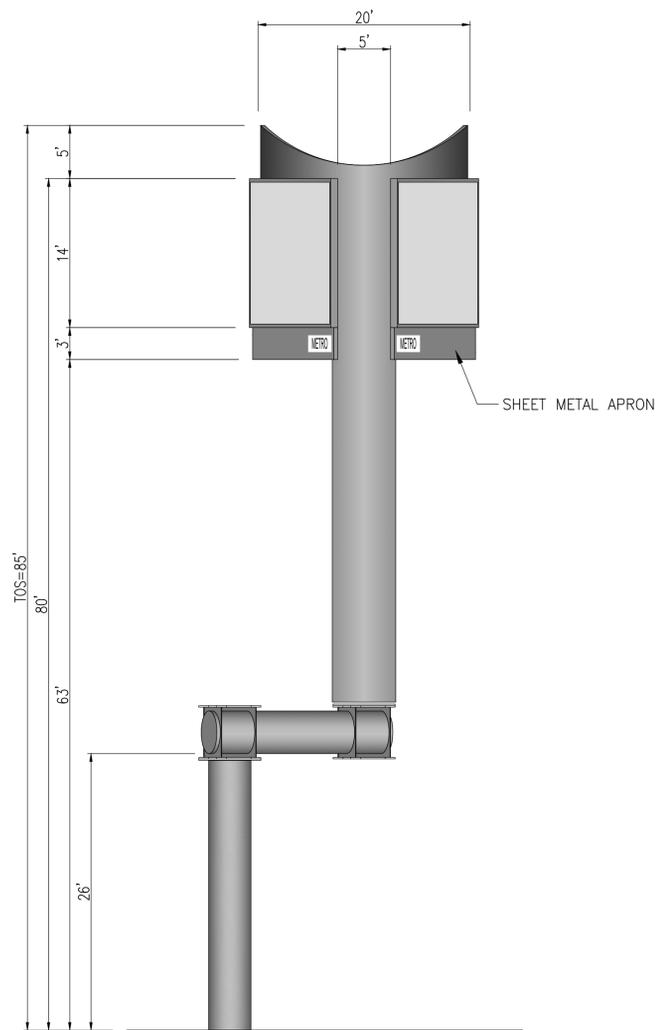
METRO HEADQUARTERS
LOS ANGELES COUNTY
METROPOLITAN TRANSPORTATION
AUTHORITY
ONE GATEWAY PLAZA
LOS ANGELES, CA. 90012-2952



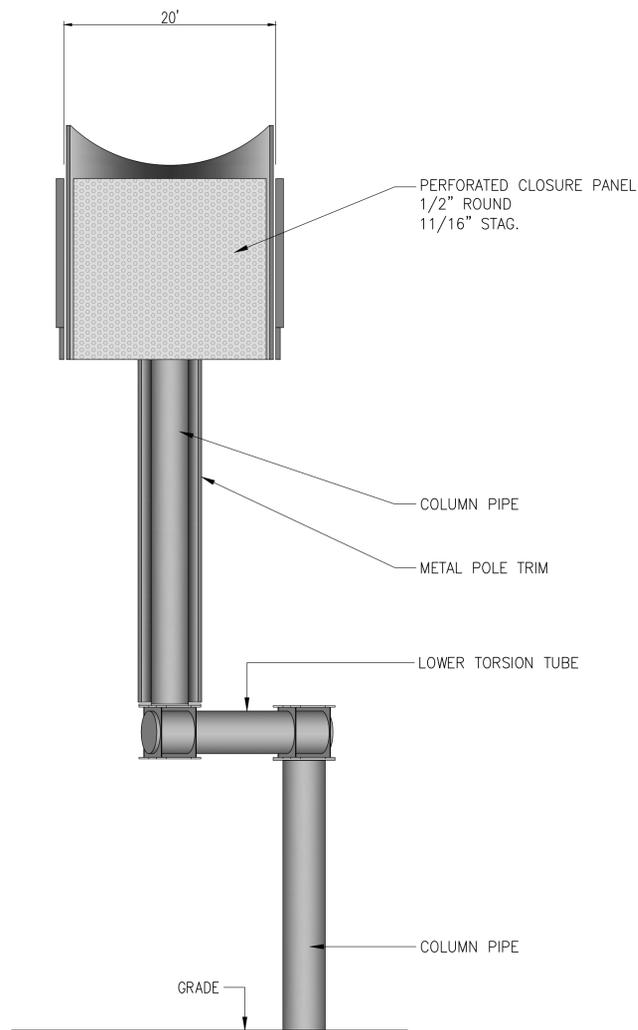
ALLVISION, LLC
714 W. OLYMPIC BLVD., SUITE 710
LOS ANGELES, CA. 90015



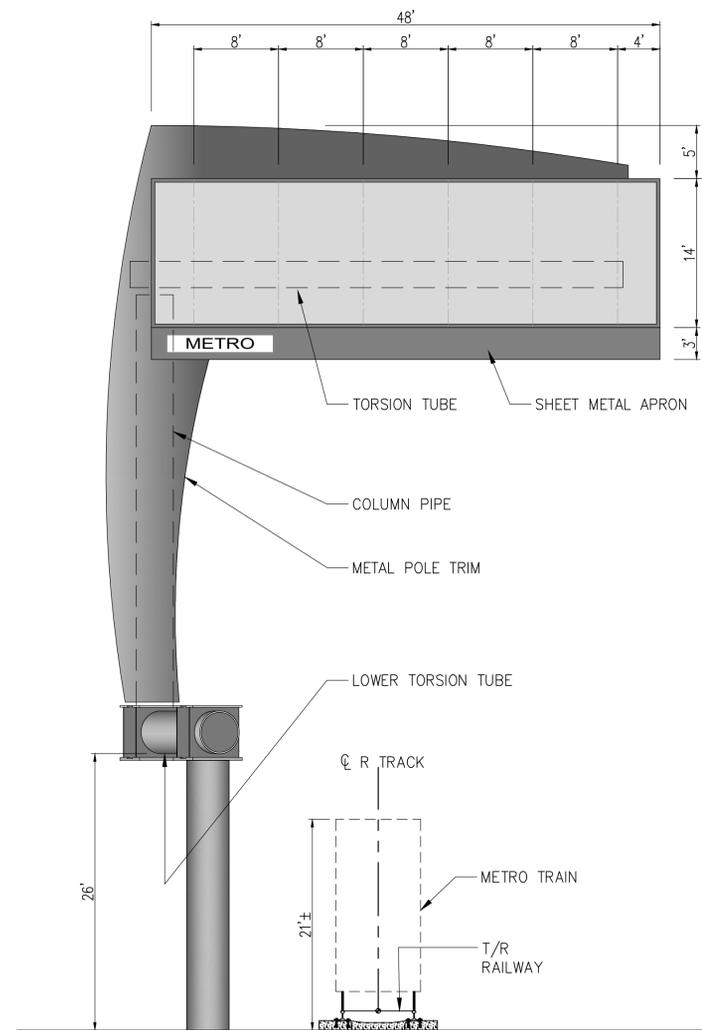
3380 FLAIR DRIVE, SUITE 225,
EL MONTE, CA. 91731
(626) 234-2247



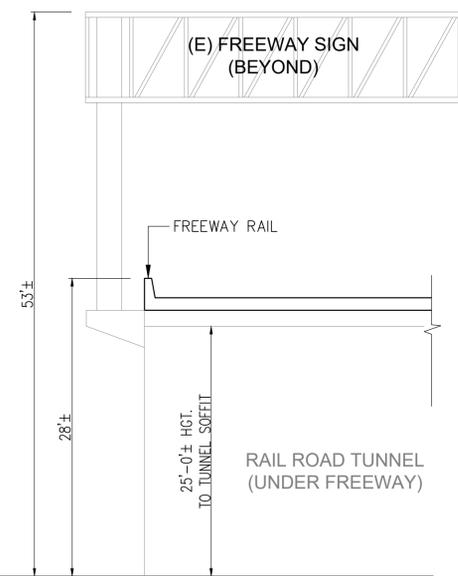
SOUTH ELEVATION
SCALE: 1/8"=1'-0"



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



WEST ELEVATION
SCALE: 1/8"=1'-0"



OWNER: ALLVISION
PROJECT ADDRESS: LACMTA LAND
Baldwin Park, CA. 91706 (Address to be Verified)

New 14'x48' Double Face Digital Billboard

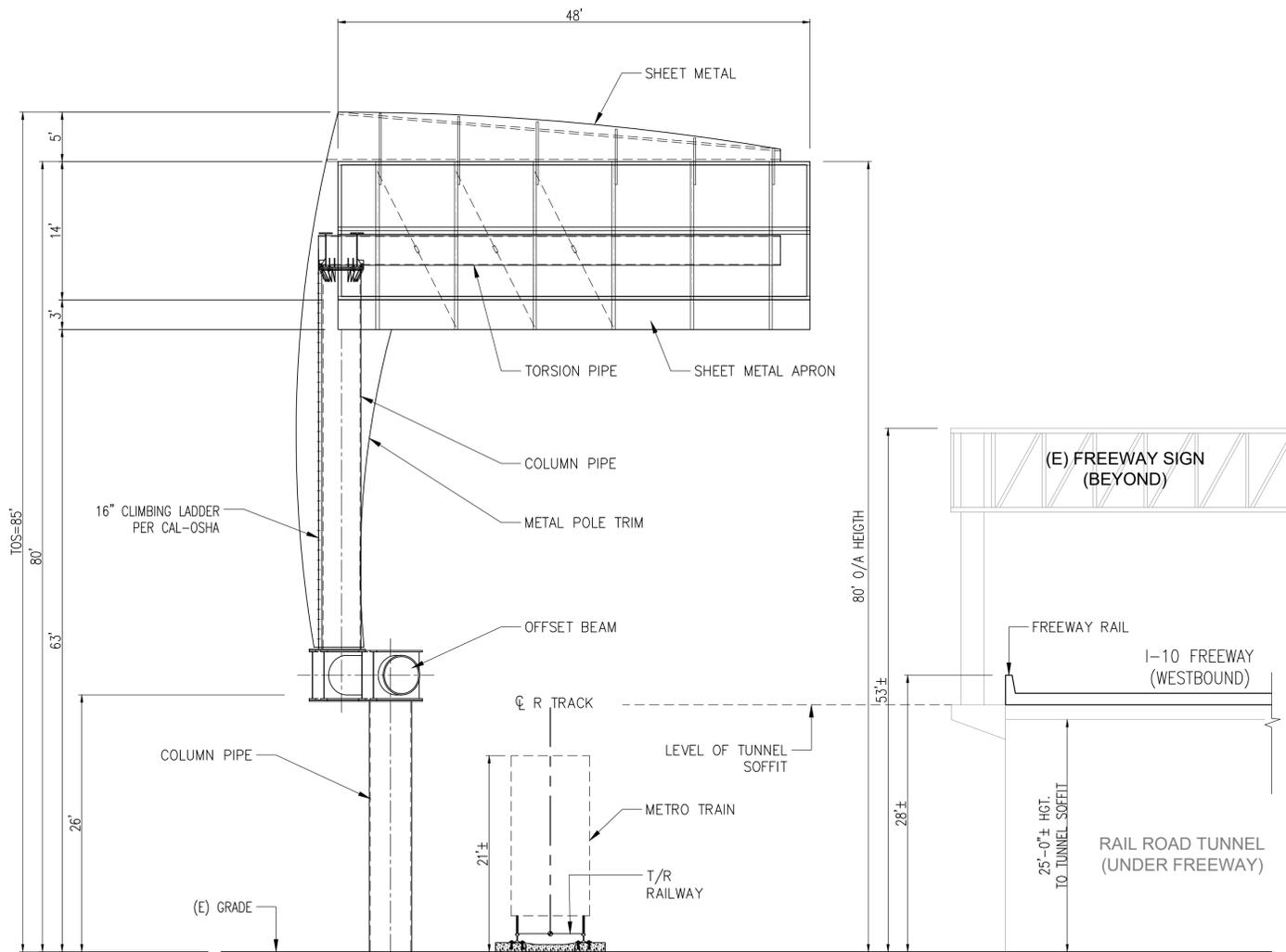
JOB #8464
80' O/A HEIGHT



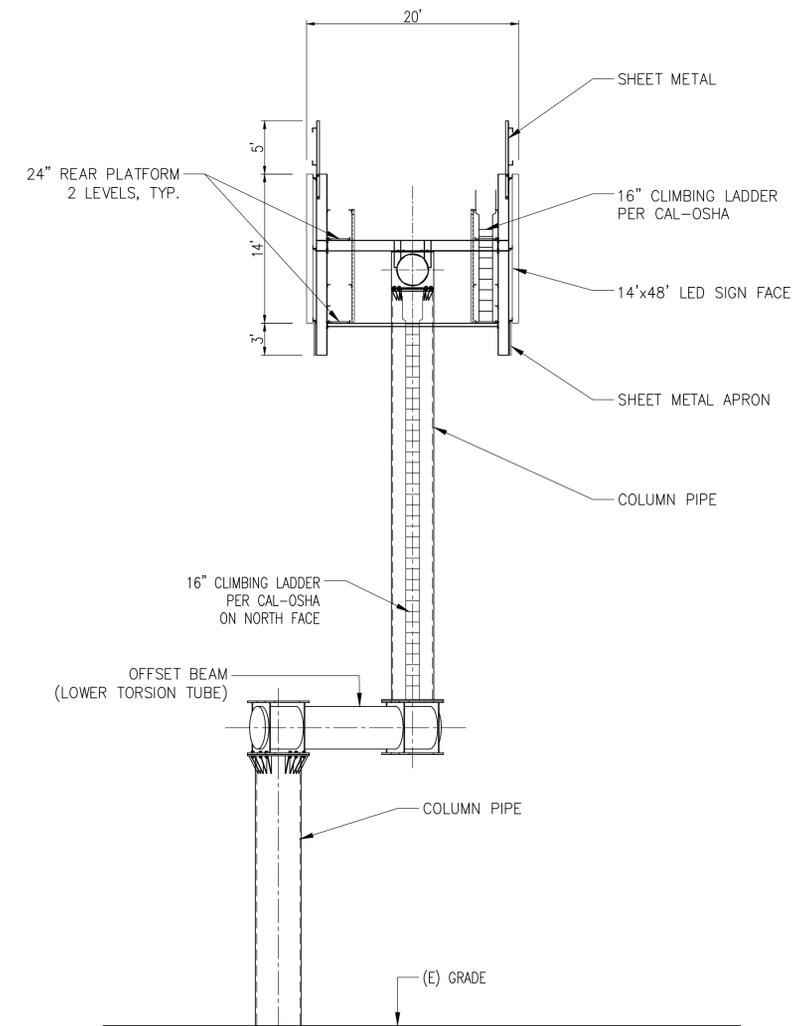
08/02/2024

PLAN VIEW
ELEVATIONS &
DETAILS

A2



SECTION -1 WEST ELEVATION (LOOKING EAST)
SCALE: 1/8"=1'-0"

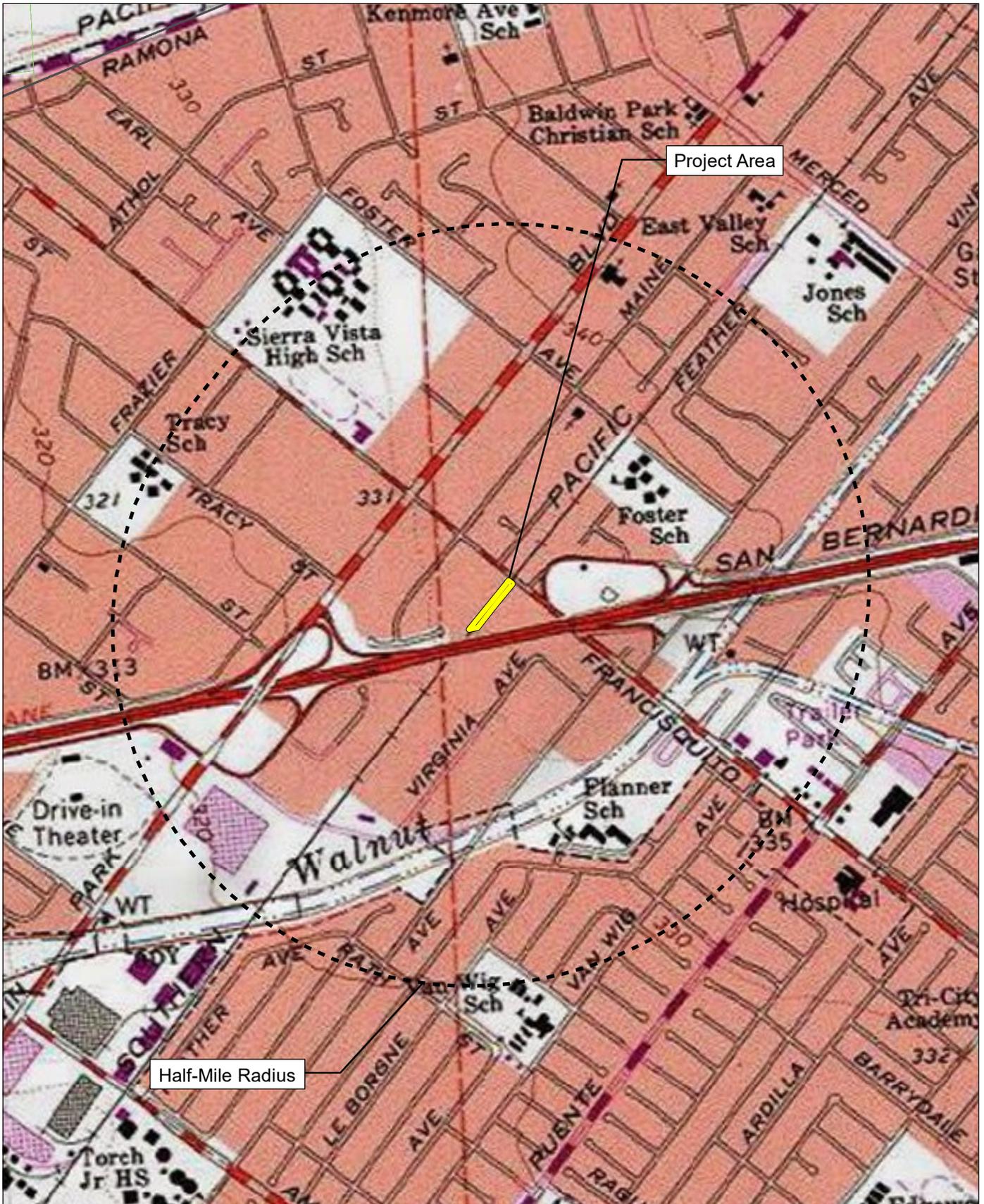


SECTION -2 SOUTH ELEVATION (LOOKING NORTH)
SCALE: 1/8"=1'-0"

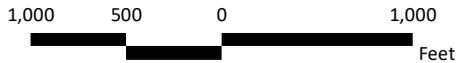
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**Appendix C:
Cultural and Tribal Cultural Resources Supporting Information**

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Source & Project Site Source: USGS Baldwin Park 7.5' Quadrangle / La Puente.



Resource List

5137.0005 Baldwin Park

Primary No.	Trinomial	Other IDs	Type	Age	Attribute codes	Recorded by	Reports
P-19-188929		OHP Property Number - 136392	Building	Historic	HP02	2002 (Claudia A. Harbert, Caltrans)	LA-10190
P-19-188930		OHP Property Number - 136393	Building	Historic	HP02	2002 (Claudia A. Harbert, Caltrans)	LA-10190
P-19-188932		OHP Property Number - 095016	Building	Historic	HP02	2002 (Kelly F. Ewing, Caltrans)	LA-10190, LA-12523
P-19-188933		OHP Property Number - 136395	Building	Historic	HP02	2002 (Kelly F. Ewing, Caltrans)	LA-10190, LA-12523
P-19-190504		Resource Name - SCE Rio Hondo-Amador-Jose-Mesa-Narrows 66kV Transmission Line	Structure	Historic	HP09; HP11	2010 (Wendy L. Tinsley Becker, Urbana Preservation & Planning); 2018 (Audrey von Ahrens, GPA)	LA-12552, LA-13259

Report List

5137.0005 Baldwin Park

Report No.	Other IDs	Year	Author(s)	Title	Affiliation	Resources
LA-03056		1994	Wlodarski, Robert J.	Negative Archaeological Survey Report Minor Widening for I-10 Malibu, California.	Historical, Environmental, Archaeological, Research, Team	
LA-03101		1994	White, William G.	Cultural Resource Investigation of Eight Monitoring Well Locations for the San Gabriel Basin Demonstration Project, Los Angeles County, California		
LA-03824		1995	Anonymous	Cultural Resources Report for the Baldwin Park Operable Unit Water Delivery Plan	Greenwood and Associates	
LA-06114		2002	Conkling, Steven W. and McLean, Deborah K.B.	Monitoring and Inadvertent Discovery Plan for Proposed Wells and Treated Water Pipelines for Treatment Plant B-6 and B-5, Cities of El Monte, Baldwin Park and Industry, Los Angeles County, California	LSA Associates, Inc.	19-000136
LA-09375		2007	Bonner, Wayne H.	Cultural Resources Records Search and Site Visit Results for T-Mobile Candidate IE25756 (Award Metals), 1450 Virginia Avenue, Baldwin Park, Los Angeles County, California	Michael Brandman Associates	
LA-10190		2002	Harbert, Claudia	Supplemental Historic Property Survey Report for the I-10 HOV Lane Between I-605 and the SR-57/SR-71/I-210 Interchange in the Cities of Los Angeles, Baldwin Park, West Covina, Covina, San Dimas, and Pomona in Los Angeles County, CA	Caltrans	19-188913, 19-188914, 19-188915, 19-188916, 19-188917, 19-188918, 19-188919, 19-188920, 19-188921, 19-188922, 19-188923, 19-188924, 19-188925, 19-188926, 19-188927, 19-188928, 19-188929, 19-188930, 19-188931, 19-188932, 19-188933, 19-188934, 19-188935, 19-188936, 19-188937, 19-188938, 19-188939, 19-188940, 19-188941, 19-188942, 19-188943, 19-188944, 19-188945, 19-188946, 19-188947, 19-188948, 19-188949, 19-188950, 19-188951, 19-188952, 19-188953, 19-188954, 19-188955, 19-188956, 19-188957, 19-188958, 19-188959, 19-188960, 19-188961, 19-188962, 19-188963, 19-188964, 19-188965, 19-188966, 19-188967, 19-188968, 19-188969, 19-188970, 19-188971, 19-188972, 19-188973, 19-188974, 19-188975, 19-188976, 19-188977, 19-188978, 19-188979, 19-188980, 19-188981, 19-188982

Report List

5137.0005 Baldwin Park

Report No.	Other IDs	Year	Author(s)	Title	Affiliation	Resources
LA-10502		2001	Wrobleski, David E. and Richard A. Krautkramer	A Class III Archaeological Investigation for Proposed Wells and Treated Water Pipelines Adjoining the Plant B-6 and B-5 Treatment Facility Project, Los Angeles County, California	Express Archaeological Solutions	19-000136
LA-10641		2010	Tang, Bai "Tom"	Preliminary Historical/Archaeological Resources Study, San Bernadino Line Positive Train Control Project, Southern California Regional Rail Authority, Counties of Los Angeles and San Bernadino	CRM Tech	
LA-10883		2008	Stewart, Noah M.	Finding of no adverse effect - Interstate Route 10-605 Interchange Improvement 07-LA-10/605 PM 31.2/20.9 EA:245400	California Department of Transportation, District 7	19-188983
LA-11784		2012	Stewart, Noah	Supplemental Finding of No Adverse Effect, Interstate Route 10-605 Interchange Improvement	California Department of Transportation	
LA-12272		2013	Unknown	Cultural Resource Assessment Class I Inventory Verizon Wireless Services Emery CJ Facility City of Baldwin Park, Los Angeles, County, California	LSA	

NATIVE AMERICAN HERITAGE COMMISSION

December 29, 2022

Stefanie Griffin
FirstCarbon Solutions

Via Email to: sgriffin@fcs-intl.com & icooper@fcs-intl.com

Re: Native American Tribal Consultation, Pursuant to the Assembly Bill 52 (AB 52), Amendments to the California Environmental Quality Act (CEQA) (Chapter 532, Statutes of 2014), Public Resources Code Sections 5097.94 (m), 21073, 21074, 21080.3.1, 21080.3.2, 21082.3, 21083.09, 21084.2 and 21084.3, Baldwin Park Digital Billboard Project, Los Angeles County

Dear Ms. Griffin:

Pursuant to Public Resources Code section 21080.3.1 (c), attached is a consultation list of tribes that are traditionally and culturally affiliated with the geographic area of the above-listed project. Please note that the intent of the AB 52 amendments to CEQA is to avoid and/or mitigate impacts to tribal cultural resources, (Pub. Resources Code §21084.3 (a)) ("Public agencies shall, when feasible, avoid damaging effects to any tribal cultural resource.")

Public Resources Code sections 21080.3.1 and 21084.3(c) require CEQA lead agencies to consult with California Native American tribes that have requested notice from such agencies of proposed projects in the geographic area that are traditionally and culturally affiliated with the tribes on projects for which a Notice of Preparation or Notice of Negative Declaration or Mitigated Negative Declaration has been filed on or after July 1, 2015. Specifically, Public Resources Code section 21080.3.1 (d) provides:

Within 14 days of determining that an application for a project is complete or a decision by a public agency to undertake a project, the lead agency shall provide formal notification to the designated contact of, or a tribal representative of, traditionally and culturally affiliated California Native American tribes that have requested notice, which shall be accomplished by means of at least one written notification that includes a brief description of the proposed project and its location, the lead agency contact information, and a notification that the California Native American tribe has 30 days to request consultation pursuant to this section.

The AB 52 amendments to CEQA law does not preclude initiating consultation with the tribes that are culturally and traditionally affiliated within your jurisdiction prior to receiving requests for notification of projects in the tribe's areas of traditional and cultural affiliation. The Native American Heritage Commission (NAHC) recommends, but does not require, early consultation as a best practice to ensure that lead agencies receive sufficient information about cultural resources in a project area to avoid damaging effects to tribal cultural resources.

The NAHC also recommends, but does not require that agencies should also include with their notification letters, information regarding any cultural resources assessment that has been completed on the area of potential effect (APE), such as:

1. The results of any record search that may have been conducted at an Information Center of the California Historical Resources Information System (CHRIS), including, but not limited to:



CHAIRPERSON
Laura Miranda
Luiseño

VICE CHAIRPERSON
Reginald Pagaling
Chumash

SECRETARY
Sara Dutschke
Miwok

COMMISSIONER
Isaac Bojorquez
Ohlone-Costanoan

COMMISSIONER
Buffy McQuillen
Yokayo Pomo, Yuki,
Nomlaki

COMMISSIONER
Wayne Nelson
Luiseño

COMMISSIONER
Stanley Rodriguez
Kumeyaay

COMMISSIONER
[Vacant]

COMMISSIONER
[Vacant]

EXECUTIVE SECRETARY
Raymond C. Hitchcock
Miwok/Nisenan

NAHC HEADQUARTERS
1550 Harbor Boulevard
Suite 100
West Sacramento,
California 95691
(916) 373-3710
nahc@nahc.ca.gov
NAHC.ca.gov

- A listing of any and all known cultural resources that have already been recorded on or adjacent to the APE, such as known archaeological sites;
- Copies of any and all cultural resource records and study reports that may have been provided by the Information Center as part of the records search response;
- Whether the records search indicates a low, moderate, or high probability that unrecorded cultural resources are located in the APE; and
- If a survey is recommended by the Information Center to determine whether previously unrecorded cultural resources are present.

2. The results of any archaeological inventory survey that was conducted, including:

- Any report that may contain site forms, site significance, and suggested mitigation measures.

All information regarding site locations, Native American human remains, and associated funerary objects should be in a separate confidential addendum, and not be made available for public disclosure in accordance with Government Code section 6254.10.

3. The result of any Sacred Lands File (SLF) check conducted through the Native American Heritage Commission was negative.

4. Any ethnographic studies conducted for any area including all or part of the APE; and

5. Any geotechnical reports regarding all or part of the APE.

Lead agencies should be aware that records maintained by the NAHC and CHRIS are not exhaustive and a negative response to these searches does not preclude the existence of a tribal cultural resource. A tribe may be the only source of information regarding the existence of a tribal cultural resource.

This information will aid tribes in determining whether to request formal consultation. In the event that they do, having the information beforehand will help to facilitate the consultation process.

If you receive notification of change of addresses and phone numbers from tribes, please notify the NAHC. With your assistance, we can assure that our consultation list remains current.

If you have any questions, please contact me at my email address: Andrew.Green@nahc.ca.gov.

Sincerely,



Andrew Green
Cultural Resources Analyst

Attachment

**Native American Heritage Commission
Tribal Consultation List
Los Angeles County
12/29/2022**

**Gabrieleno Band of Mission
Indians - Kizh Nation**

Andrew Salas, Chairperson
P.O. Box 393 Gabrieleno
Covina, CA, 91723
Phone: (626) 926 - 4131
admin@gabrielenoindians.org

**Santa Rosa Band of Cahuilla
Indians**

Lovina Redner, Tribal Chair
P.O. Box 391820 Cahuilla
Anza, CA, 92539
Phone: (951) 659 - 2700
Fax: (951) 659-2228
Isaul@santarosa-nsn.gov

**Gabrieleno/Tongva San Gabriel
Band of Mission Indians**

Anthony Morales, Chairperson
P.O. Box 693 Gabrieleno
San Gabriel, CA, 91778
Phone: (626) 483 - 3564
Fax: (626) 286-1262
GTtribalcouncil@aol.com

**Soboba Band of Luiseno
Indians**

Isaiah Vivanco, Chairperson
P. O. Box 487 Cahuilla
San Jacinto, CA, 92581 Luiseno
Phone: (951) 654 - 5544
Fax: (951) 654-4198
ivivanco@soboba-nsn.gov

Gabrielino /Tongva Nation

Sandonne Goad, Chairperson
106 1/2 Judge John Aiso St., Gabrielino
#231
Los Angeles, CA, 90012
Phone: (951) 807 - 0479
sgoad@gabrielino-tongva.com

**Soboba Band of Luiseno
Indians**

Joseph Ontiveros, Cultural
Resource Department
P.O. BOX 487 Cahuilla
San Jacinto, CA, 92581 Luiseno
Phone: (951) 663 - 5279
Fax: (951) 654-4198
jontiveros@soboba-nsn.gov

**Gabrielino Tongva Indians of
California Tribal Council**

Christina Conley, Tribal
Consultant and Administrator
P.O. Box 941078 Gabrielino
Simi Valley, CA, 93094
Phone: (626) 407 - 8761
christina.marsden@alumni.usc.edu

**Gabrielino Tongva Indians of
California Tribal Council**

Robert Dorame, Chairperson
P.O. Box 490 Gabrielino
Bellflower, CA, 90707
Phone: (562) 761 - 6417
Fax: (562) 761-6417
gtongva@gmail.com

Gabrielino-Tongva Tribe

Charles Alvarez,
23454 Vanowen Street Gabrielino
West Hills, CA, 91307
Phone: (310) 403 - 6048
roadkingcharles@aol.com

This list is current only as of the date of this document. Distribution of this list does not relieve any person of statutory responsibility as defined in Section 7050.5 of the Health and Safety Code, Section 5097.94 of the Public Resources Code and section 5097.98 of the Public Resources Code.

This list is only applicable for consultation with Native American tribes under Public Resources Code Sections 21080.3.1 for the proposed Baldwin Park Digital Billboard Project, Los Angeles County.

January 4, 2022

Santa Rosa Band of Cahuilla Indians
Lovina Redner, Tribal Chair
P.O. Box 391820
Anza, CA, 92539

Subject: Proposed Baldwin Park Digital Billboard Project

Dear Lovina Redner:

FirstCarbon Solutions (FCS) is preparing an Initial Study/Mitigated Negative Declaration (IS/MND) for the for the proposed Baldwin Park Digital Billboard Project located in the City of Baldwin Park. As part our environmental review process, we are conducting a cultural resources assessment.

The project applicant, Allvison, LLC, proposes to construct a back-to-back digital billboard that is 14 feet by 48 feet located immediately north of the I-10 Freeway, south of Southern Pacific Railroad, east of the Baldwin Park Boulevard interchange, and southwest of Francisquito Avenue (APN 8555-006-900) in the City of Baldwin Park (City). The project site is located on Assessor's Parcel Number (APN) 8555-006-900 near and is zoned Freeway Commercial (F-C) with Sierra Vista Overlay (SV) and designated General Commercial (GC). The project area is commercial in nature and is approximately 25 feet north of the I-10 Freeway.

A Records Search map with a 0.5 mile buffer around the site is enclosed for your reference.

As part of the cultural resources assessment, FCS conducted a Sacred Lands File (SLF) search and California Historical Resource Information System (CHRIS). We are awaiting the results of the CHRIS search. However, the result of the Sacred Lands file search was negative. The Native American Heritage Commission (NAHC) suggested you might be able to provide further information. If you have any additional information regarding potential historic or cultural resources in proximity or relation to the proposed project area, we would greatly appreciate your input.

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Please note that this letter is a request for information pertaining to a cultural resources assessment and is not notification of a project under Senate Bill (SB) 18, Assembly Bill (AB) 52 or Section 106 of the National Historic Preservation Act. Designated lead agencies under the California Environmental Quality Act (CEQA) and National Environmental Policy Act (NEPA) are handling project notification and consultation requirements. Please feel free to contact me at 530.219.1432 or via email at ddepietro@fcs-intl.com and thank you for your valuable assistance.

Sincerely,



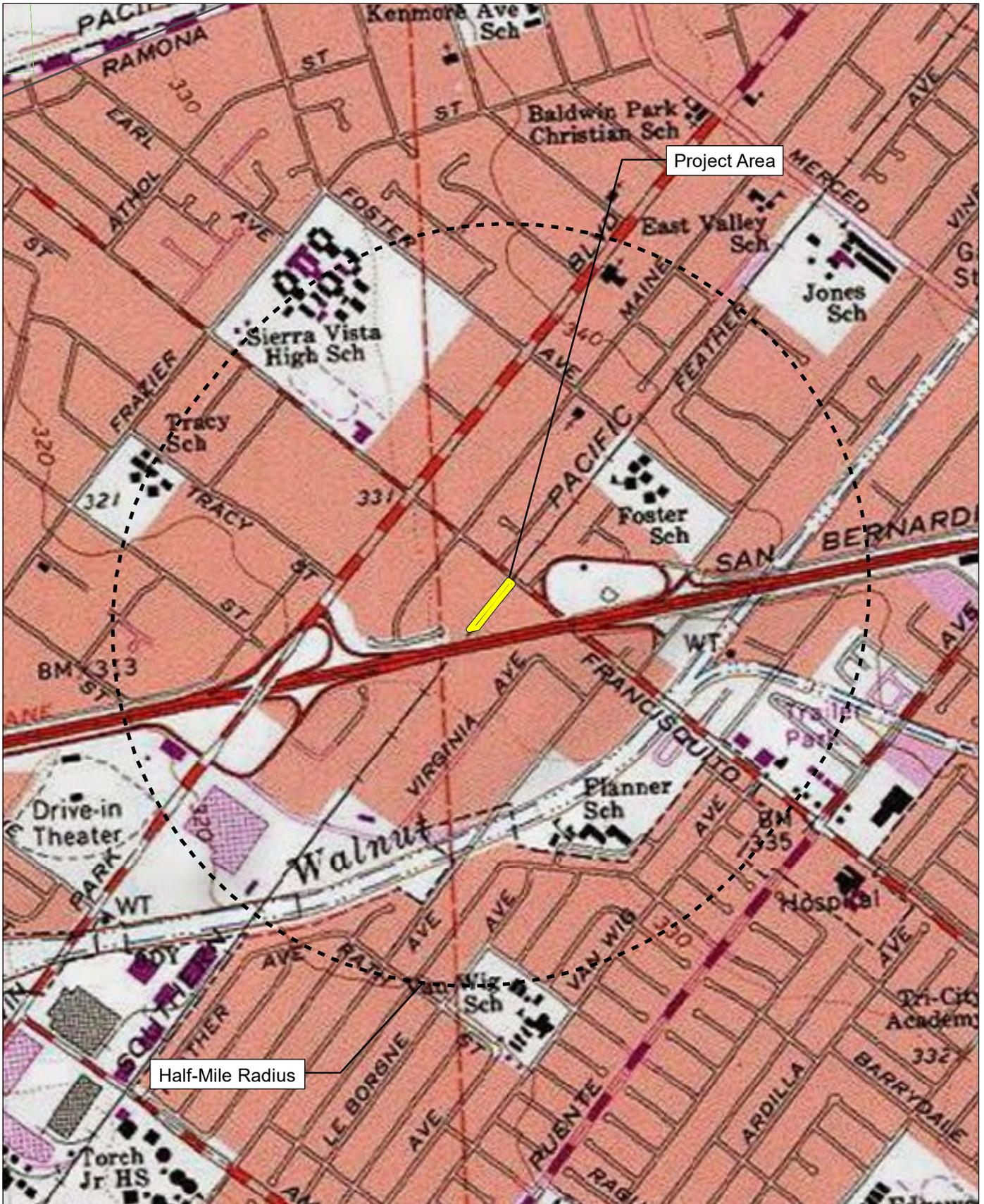
Dana Douglas DePietro, PhD
Director of Cultural Resources
FirstCarbon Solutions
2999 Oak Road, Suite 250
Walnut Creek, CA 94597

Enc: Attachment A: Records Search Map



**Attachment A:
Records Search Map**





Source & Project Site Source: USGS Baldwin Park 7.5' Quadrangle / La Puente.



January 4, 2022

Soboba Band of Luiseno Indians
Isaiah Vivanco, Chairperson
P.O. Box 487
San Jacinto, CA 92581

Subject: Proposed Baldwin Park Digital Billboard Project

Dear Chairperson Vivanco:

FirstCarbon Solutions (FCS) is preparing an Initial Study/Mitigated Negative Declaration (IS/MND) for the for the proposed Baldwin Park Digital Billboard Project located in the City of Baldwin Park. As part our environmental review process, we are conducting a cultural resources assessment.

The project applicant, Allvison, LLC, proposes to construct a back-to-back digital billboard that is 14 feet by 48 feet located immediately north of the I-10 Freeway, south of Southern Pacific Railroad, east of the Baldwin Park Boulevard interchange, and southwest of Francisquito Avenue (APN 8555-006-900) in the City of Baldwin Park (City). The project site is located on Assessor's Parcel Number (APN) 8555-006-900 near and is zoned Freeway Commercial (F-C) with Sierra Vista Overlay (SV) and designated General Commercial (GC). The project area is commercial in nature and is approximately 25 feet north of the I-10 Freeway.

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Sincerely,



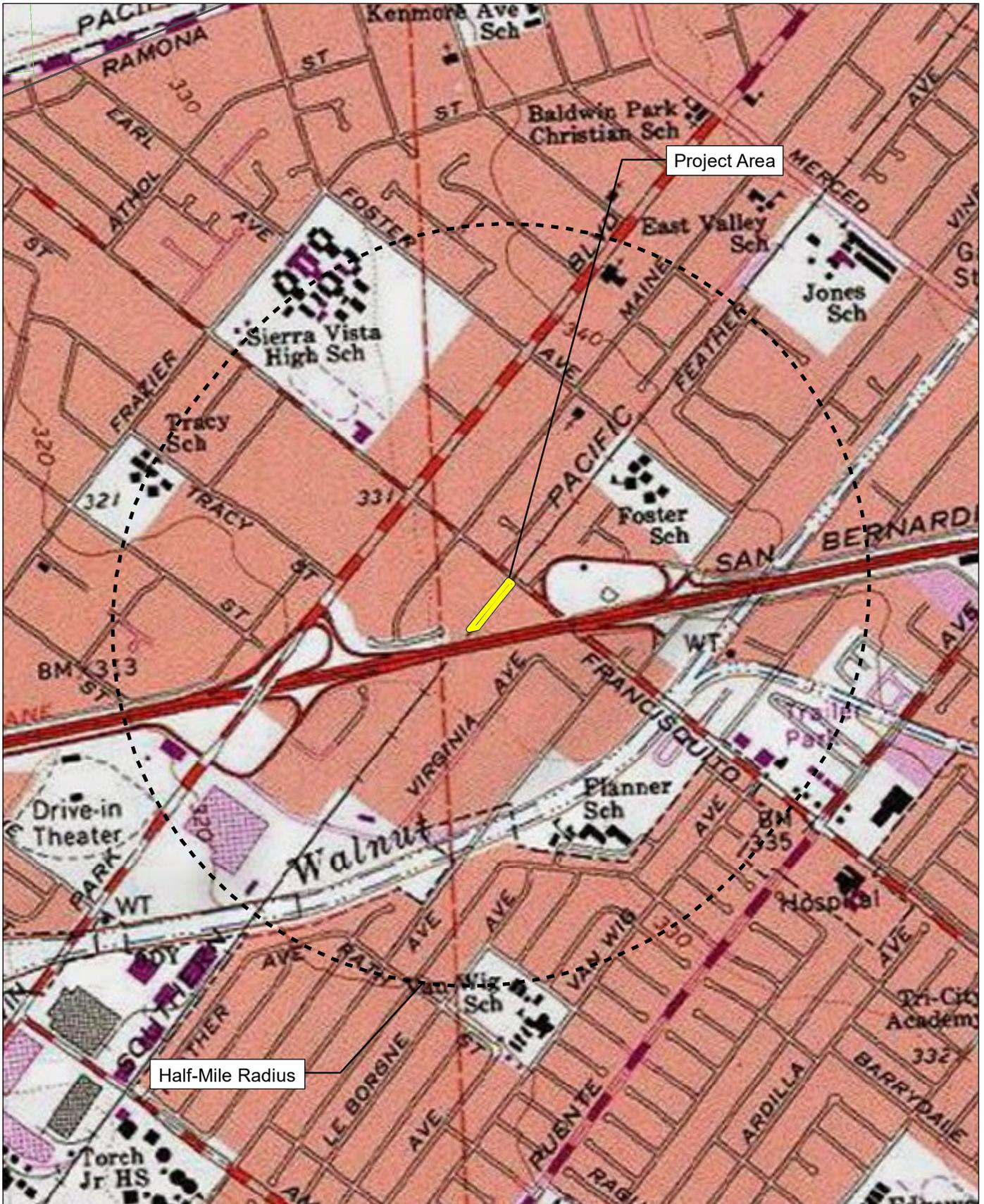
Dana Douglas DePietro, PhD
Director of Cultural Resources
FirstCarbon Solutions
2999 Oak Road, Suite 250
Walnut Creek, CA 94597

Enc: Attachment A: Records Search Map

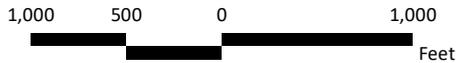


**Attachment A:
Records Search Map**





Source & Project Site Source: USGS Baldwin Park 7.5' Quadrangle / La Puente.



January 4, 2022

Soboba Band of Luiseno Indians
Joseph Ontiveros, Cultural Resource Department
P.O. Box 487
San Jacinto, CA 92581

Subject: Proposed Baldwin Park Digital Billboard Project

Dear Joseph Ontiveros:

FirstCarbon Solutions (FCS) is preparing an Initial Study/Mitigated Negative Declaration (IS/MND) for the for the proposed Baldwin Park Digital Billboard Project located in the City of Baldwin Park. As part our environmental review process, we are conducting a cultural resources assessment.

The project applicant, Allvison, LLC, proposes to construct a back-to-back digital billboard that is 14 feet by 48 feet located immediately north of the I-10 Freeway, south of Southern Pacific Railroad, east of the Baldwin Park Boulevard interchange, and southwest of Francisquito Avenue (APN 8555-006-900) in the City of Baldwin Park (City). The project site is located on Assessor's Parcel Number (APN) 8555-006-900 near and is zoned Freeway Commercial (F-C) with Sierra Vista Overlay (SV) and designated General Commercial (GC). The project area is commercial in nature and is approximately 25 feet north of the I-10 Freeway.

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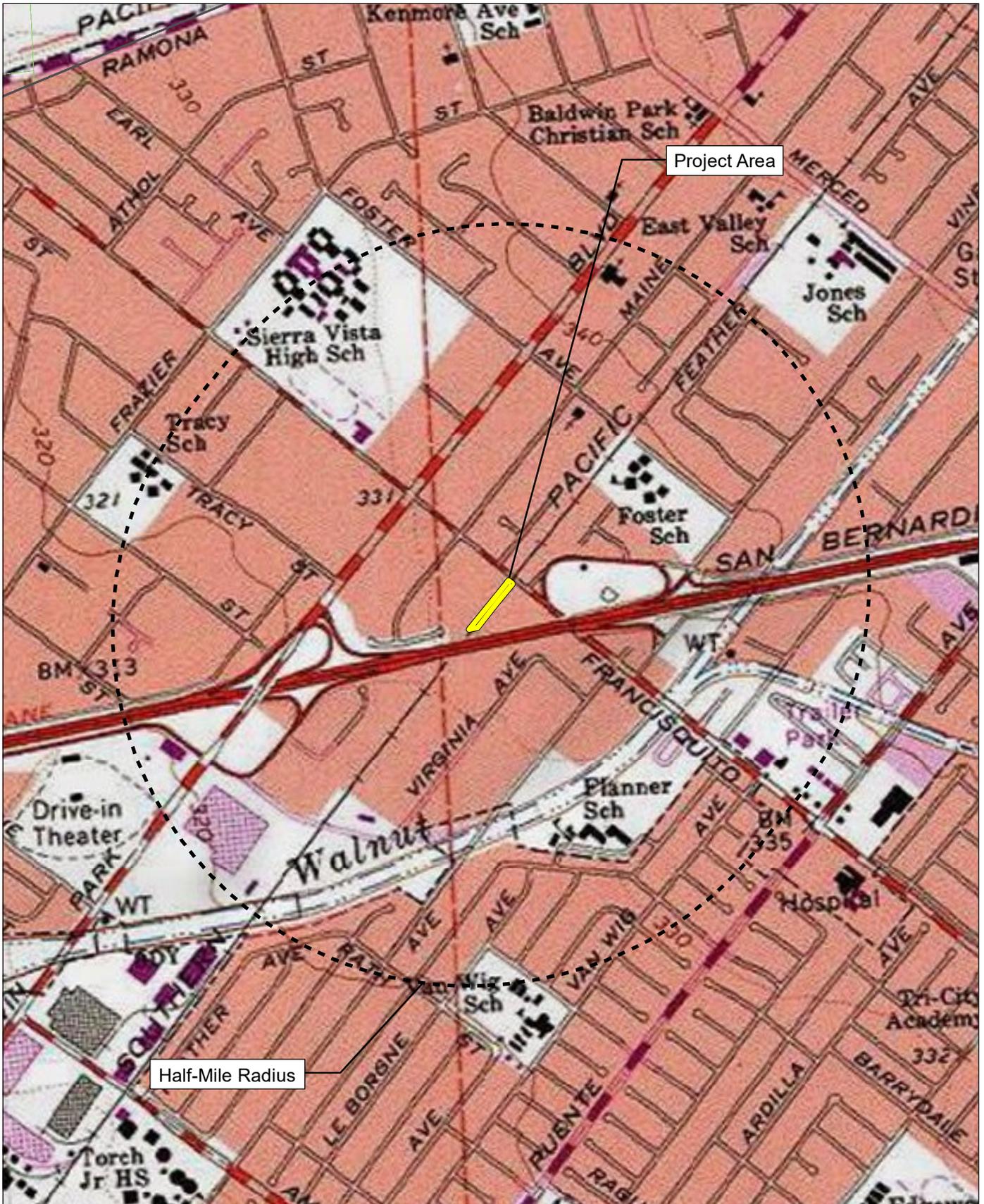
Dana Douglas DePietro, PhD
Director of Cultural Resources
FirstCarbon Solutions
2999 Oak Road, Suite 250
Walnut Creek, CA 94597

Enc: Attachment A: Records Search Map



**Attachment A:
Records Search Map**





Source & Project Site Source: USGS Baldwin Park 7.5' Quadrangle / La Puente.



January 4, 2022

Gabrieleno Tongva Indians of California Tribal Council
Christina Conley, Tribal Consultant & Administrator
P.O. Box 941078
Simi Valley, CA 93094

Subject: Proposed Baldwin Park Digital Billboard Project

Dear Christina Conley:

FirstCarbon Solutions (FCS) is preparing an Initial Study/Mitigated Negative Declaration (IS/MND) for the for the proposed Baldwin Park Digital Billboard Project located in the City of Baldwin Park. As part our environmental review process, we are conducting a cultural resources assessment.

The project applicant, Allvison, LLC, proposes to construct a back-to-back digital billboard that is 14 feet by 48 feet located immediately north of the I-10 Freeway, south of Southern Pacific Railroad, east of the Baldwin Park Boulevard interchange, and southwest of Francisquito Avenue (APN 8555-006-900) in the City of Baldwin Park (City). The project site is located on Assessor's Parcel Number (APN) 8555-006-900 near and is zoned Freeway Commercial (F-C) with Sierra Vista Overlay (SV) and designated General Commercial (GC). The project area is commercial in nature and is approximately 25 feet north of the I-10 Freeway.

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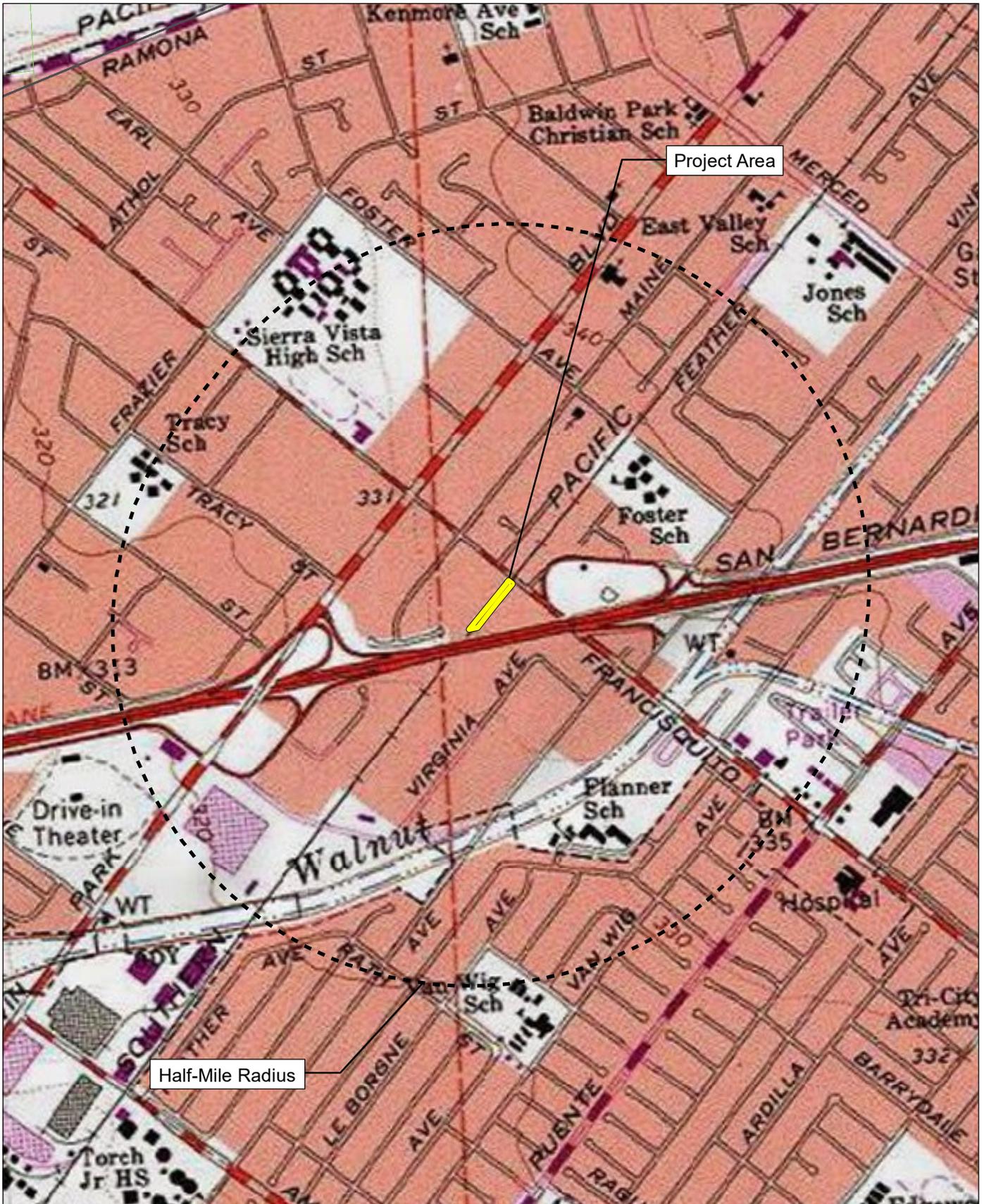
Dana Douglas DePietro, PhD
Director of Cultural Resources
FirstCarbon Solutions
2999 Oak Road, Suite 250
Walnut Creek, CA 94597

Enc: Attachment A: Records Search Map



**Attachment A:
Records Search Map**





Source & Project Site Source: USGS Baldwin Park 7.5' Quadrangle / La Puente.



January 4, 2022

Gabrieleno Tongva Indians of California Tribal Council
Robert Dorame, Chairperson
P.O. Box 490
Bellflower, CA 90707

Subject: Proposed Baldwin Park Digital Billboard Project

Dear Chairperson Dorame:

FirstCarbon Solutions (FCS) is preparing an Initial Study/Mitigated Negative Declaration (IS/MND) for the for the proposed Baldwin Park Digital Billboard Project located in the City of Baldwin Park. As part our environmental review process, we are conducting a cultural resources assessment.

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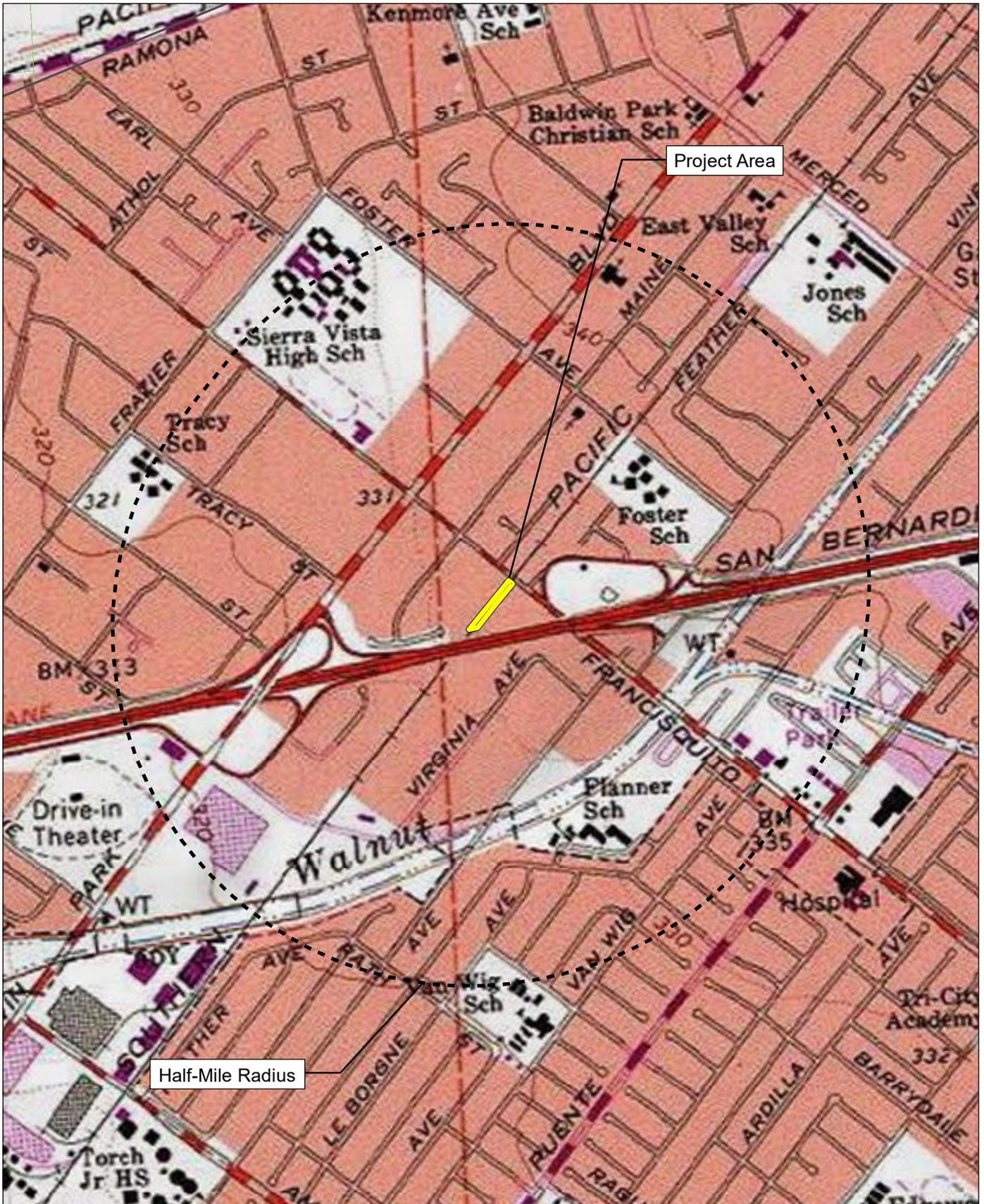
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Enc: Attachment A: Records Search Map

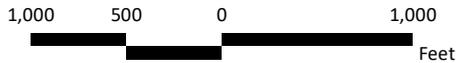


**Attachment A:
Records Search Map**





Source & Project Site Source: USGS Baldwin Park 7.5' Quadrangle / La Puente.



January 4, 2022

Gabrieleno/Tongva Nation
Sandonne Goad, Chairperson
106 1.2 Judge John Aiso St., #231
Los Angeles, CA 90012

Subject: Proposed Baldwin Park Digital Billboard Project

Dear Chairperson Goad:

FirstCarbon Solutions (FCS) is preparing an Initial Study/Mitigated Negative Declaration (IS/MND) for the for the proposed Baldwin Park Digital Billboard Project located in the City of Baldwin Park. As part our environmental review process, we are conducting a cultural resources assessment.

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Suite 250
Irvine, CA 92602

Bay Area
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Walnut Creek, CA 94597

Central Valley
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Inland Empire
967 Kendall Drive
#A-537
San Bernardino, CA 92407

Sacramento Valley
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Sincerely,



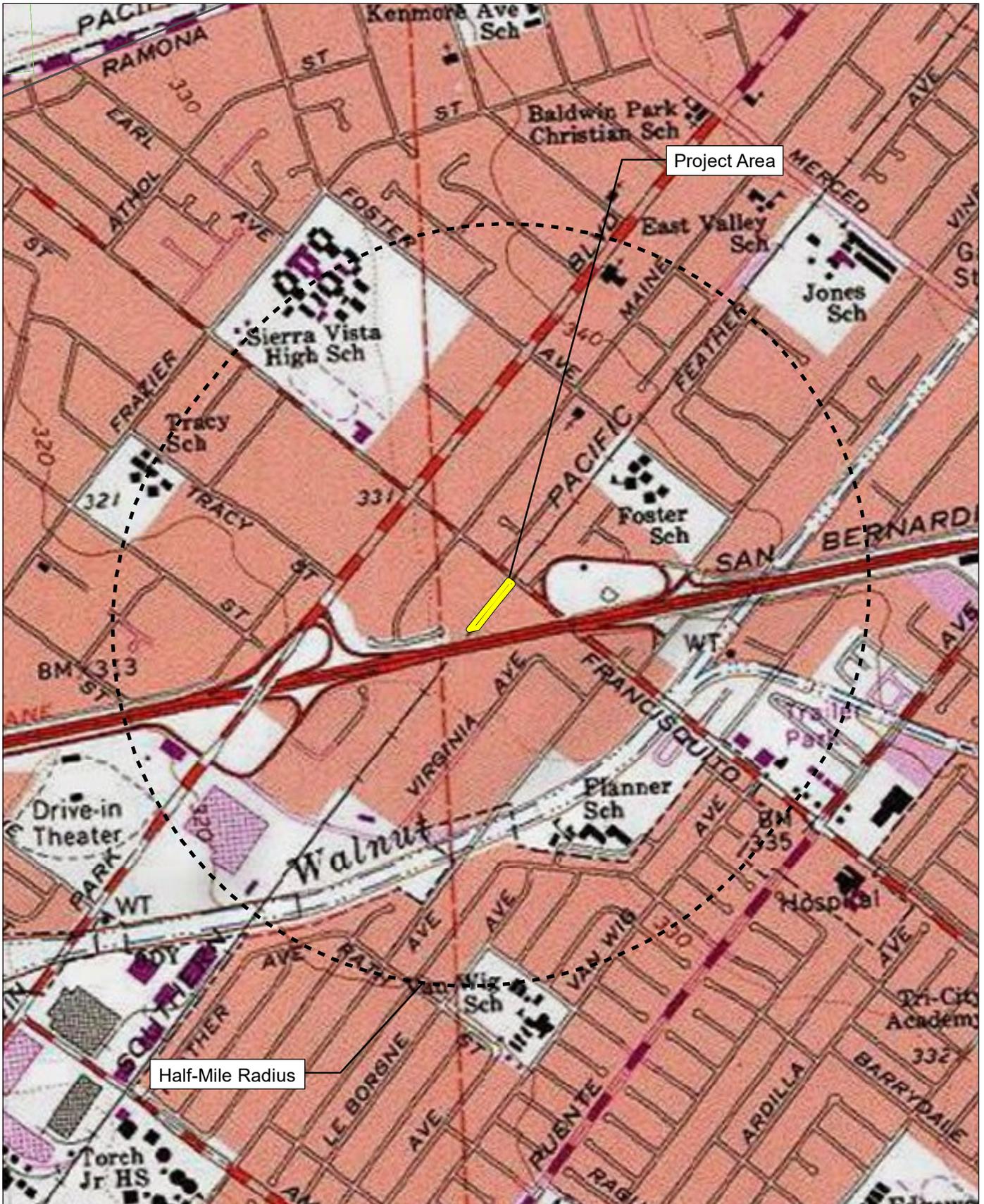
Dana Douglas DePietro, PhD
Director of Cultural Resources
FirstCarbon Solutions
2999 Oak Road, Suite 250
Walnut Creek, CA 94597

Enc: Attachment A: Records Search Map

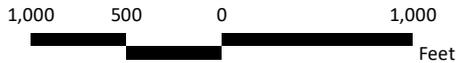


**Attachment A:
Records Search Map**





Source & Project Site Source: USGS Baldwin Park 7.5' Quadrangle / La Puente.



January 4, 2022

Gabrieleno-Tongva Tribe
Charles Alvarez
23454 Vanowen Street
West Hills, CA, 91307

Subject: Proposed Baldwin Park Digital Billboard Project

Dear Charles Alvarez:

FirstCarbon Solutions (FCS) is preparing an Initial Study/Mitigated Negative Declaration (IS/MND) for the for the proposed Baldwin Park Digital Billboard Project located in the City of Baldwin Park. As part our environmental review process, we are conducting a cultural resources assessment.

The project applicant, Allvison, LLC, proposes to construct a back-to-back digital billboard that is 14 feet by 48 feet located immediately north of the I-10 Freeway, south of Southern Pacific Railroad, east of the Baldwin Park Boulevard interchange, and southwest of Francisquito Avenue (APN 8555-006-900) in the City of Baldwin Park (City). The project site is located on Assessor's Parcel Number (APN) 8555-006-900 near and is zoned Freeway Commercial (F-C) with Sierra Vista Overlay (SV) and designated General Commercial (GC). The project area is commercial in nature and is approximately 25 feet north of the I-10 Freeway.

A Records Search map with a 0.5 mile buffer around the site is enclosed for your reference.

As part of the cultural resources assessment, FCS conducted a Sacred Lands File (SLF) search and California Historical Resource Information System (CHRIS). We are awaiting the results of the CHRIS search. However, the result of the Sacred Lands file search was negative. The Native American Heritage Commission (NAHC) suggested you might be able to provide further information. If you have any additional information regarding potential historic or cultural resources in proximity or relation to the proposed project area, we would greatly appreciate your input.

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Sincerely,



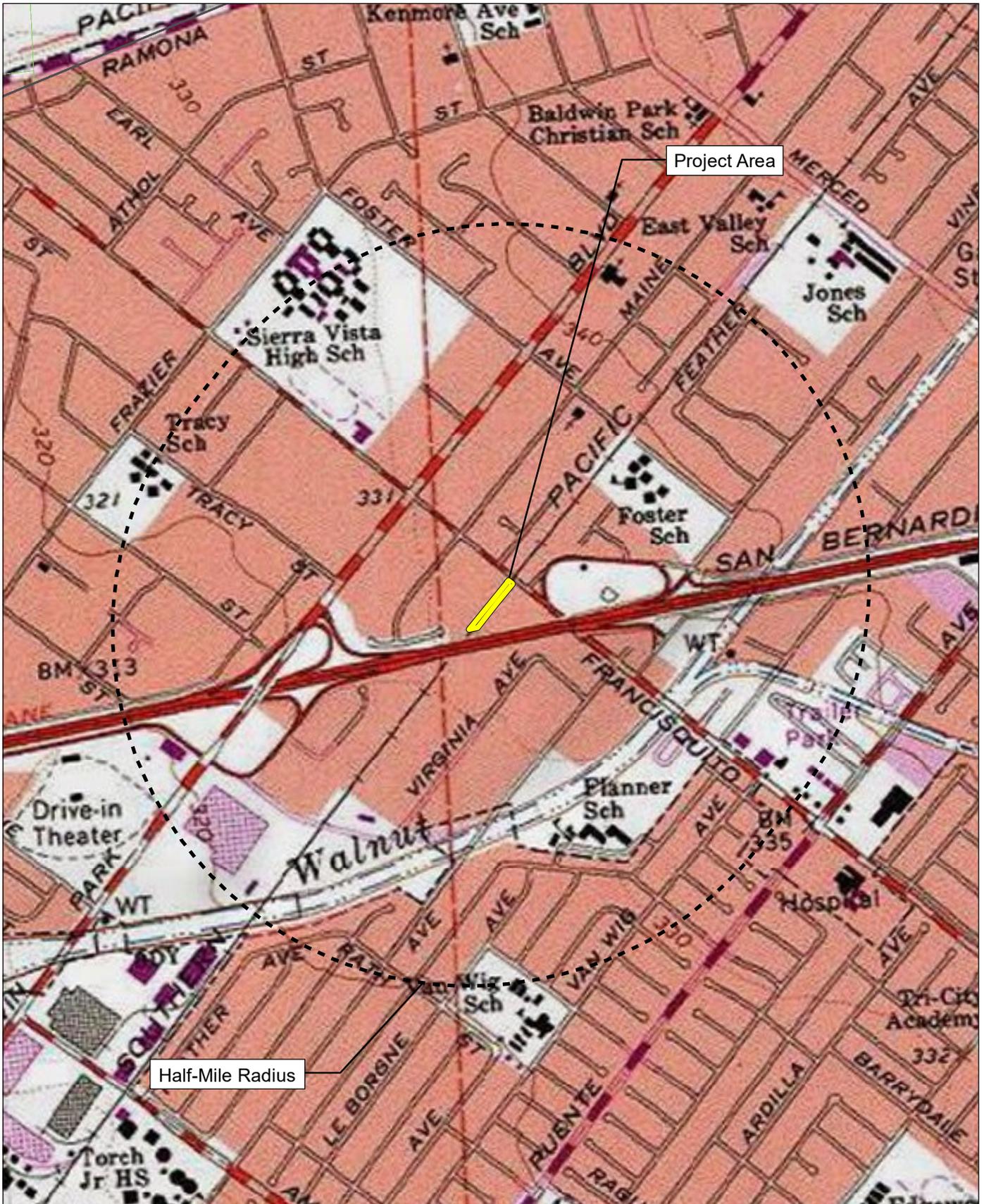
Dana Douglas DePietro, PhD
Director of Cultural Resources
FirstCarbon Solutions
2999 Oak Road, Suite 250
Walnut Creek, CA 94597

Enc: Attachment A: Records Search Map

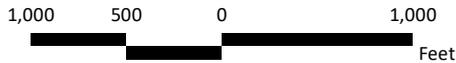


**Attachment A:
Records Search Map**





Source & Project Site Source: USGS Baldwin Park 7.5' Quadrangle / La Puente.



January 4, 2022

Gabrieleno Band of Mission Indians - Kizh Nation
Andrew Salas, Chairperson
P.O. Box 393
Covina, CA 91723

Subject: Proposed Baldwin Park Digital Billboard Project

Dear Chairperson Salas:

FirstCarbon Solutions (FCS) is preparing an Initial Study/Mitigated Negative Declaration (IS/MND) for the for the proposed Baldwin Park Digital Billboard Project located in the City of Baldwin Park. As part our environmental review process, we are conducting a cultural resources assessment.

The project applicant, Allvison, LLC, proposes to construct a back-to-back digital billboard that is 14 feet by 48 feet located immediately north of the I-10 Freeway, south of Southern Pacific Railroad, east of the Baldwin Park Boulevard interchange, and southwest of Francisquito Avenue (APN 8555-006-900) in the City of Baldwin Park (City). The project site is located on Assessor's Parcel Number (APN) 8555-006-900 near and is zoned Freeway Commercial (F-C) with Sierra Vista Overlay (SV) and designated General Commercial (GC). The project area is commercial in nature and is approximately 25 feet north of the I-10 Freeway.

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As part of the cultural resources assessment, FCS conducted a Sacred Lands File (SLF) search and California Historical Resource Information System (CHRIS). We are awaiting the results of the CHRIS search. However, the result of the Sacred Lands file search was negative. The Native American Heritage Commission (NAHC) suggested you might be able to provide further information. If you have any additional information regarding potential historic or cultural resources in proximity or relation to the proposed project area, we would greatly appreciate your input.

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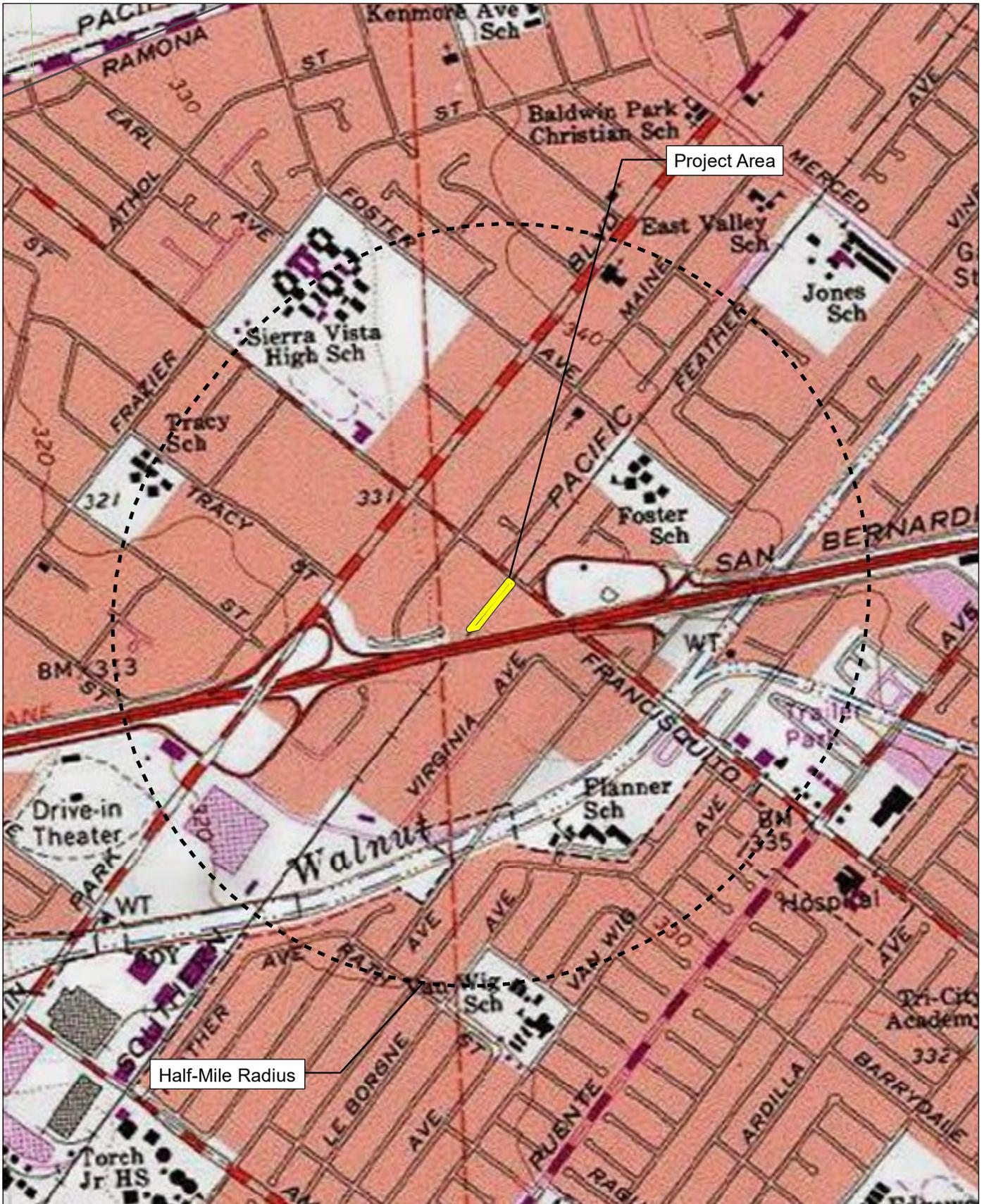
Dana Douglas DePietro, PhD
Director of Cultural Resources
FirstCarbon Solutions
2999 Oak Road, Suite 250
Walnut Creek, CA 94597

Enc: Attachment A: Records Search Map



**Attachment A:
Records Search Map**





Source & Project Site Source: USGS Baldwin Park 7.5' Quadrangle / La Puente.



January 4, 2022

Gabrieleno/Tongva San Gabriel Band of Missions Indians
Anthony Morales, Chairperson
P.O. Box 693
San Gabriel, CA 91778

Subject: Proposed Baldwin Park Digital Billboard Project

Dear Chairperson Morales:

FirstCarbon Solutions (FCS) is preparing an Initial Study/Mitigated Negative Declaration (IS/MND) for the for the proposed Baldwin Park Digital Billboard Project located in the City of Baldwin Park. As part our environmental review process, we are conducting a cultural resources assessment.

The project applicant, Allvison, LLC, proposes to construct a back-to-back digital billboard that is 14 feet by 48 feet located immediately north of the I-10 Freeway, south of Southern Pacific Railroad, east of the Baldwin Park Boulevard interchange, and southwest of Francisquito Avenue (APN 8555-006-900) in the City of Baldwin Park (City). The project site is located on Assessor's Parcel Number (APN) 8555-006-900 near and is zoned Freeway Commercial (F-C) with Sierra Vista Overlay (SV) and designated General Commercial (GC). The project area is commercial in nature and is approximately 25 feet north of the I-10 Freeway.

A Records Search map with a 0.5 mile buffer around the site is enclosed for your reference.

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Sincerely,



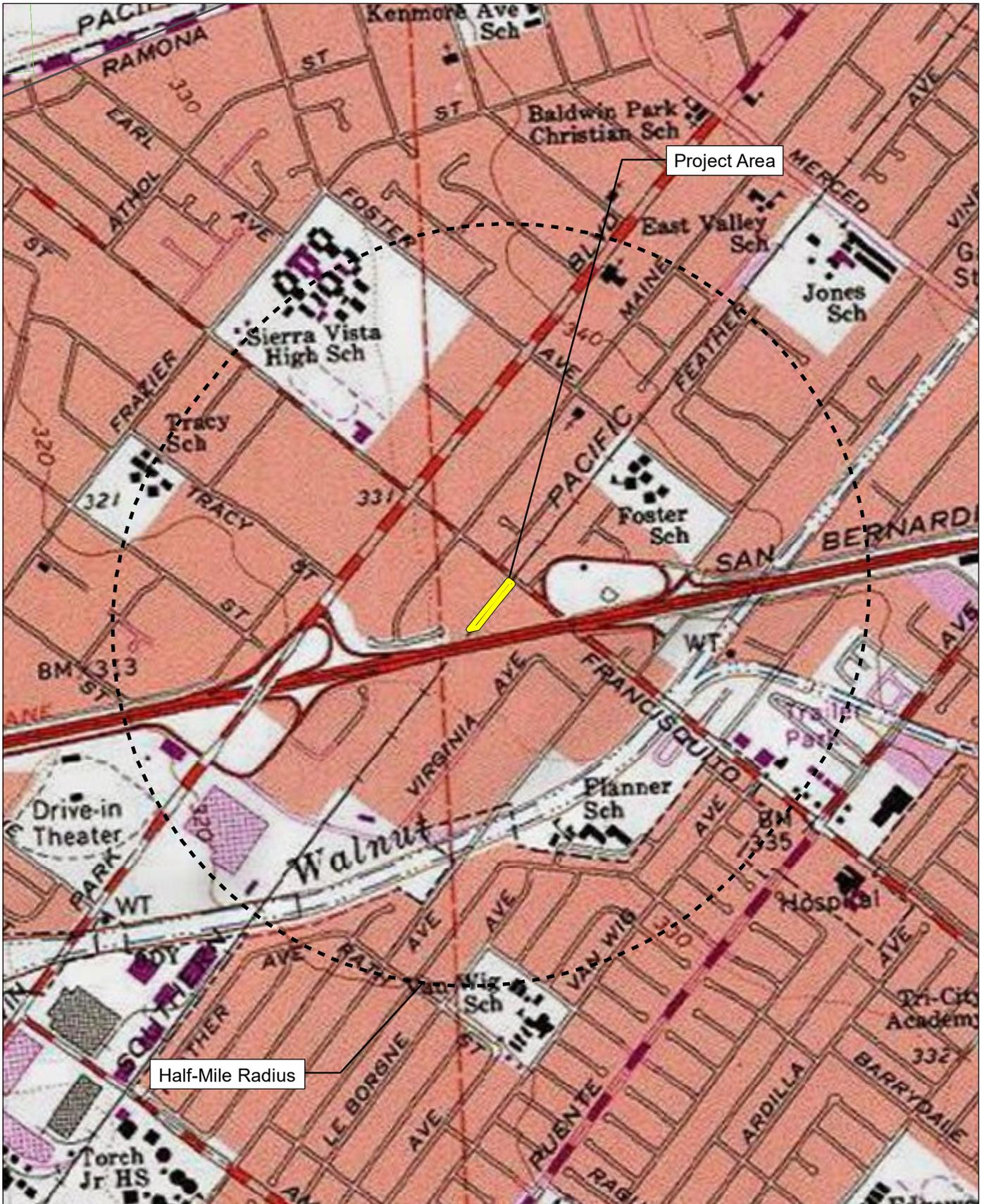
Dana Douglas DePietro, PhD
Director of Cultural Resources
FirstCarbon Solutions
2999 Oak Road, Suite 250
Walnut Creek, CA 94597

Enc: Attachment A: Records Search Map



**Attachment A:
Records Search Map**





Source & Project Site Source: USGS Baldwin Park 7.5' Quadrangle / La Puente.



From: [Natalie Adame](#)
To: [Gabrieleno Administration](#)
Subject: RE: 5137.0005 Baldwin Park Digital Billboard
Date: Thursday, February 9, 2023 11:51:00 AM

Hello,

The lead agency is the City of Baldwin Park.

Natalie Adame
Archaeologist & Field Manager

From: Gabrieleno Administration <admin@gabrielenoindians.org>
Sent: Thursday, February 9, 2023 11:45 AM
To: Natalie Adame <nadame@fcs-intl.com>
Subject: Re: 5137.0005 Baldwin Park Digital Billboard

Hello Natalie

Can you please provide the lead agency's information?

Admin Specialist
Gabrieleno Band of Mission Indians - Kizh Nation
PO Box 393
Covina, CA 91723
Office: 844-390-0787
website: www.gabrielenoindians.org



The region where Gabrieleño culture thrived for more than eight centuries encompassed most of Los Angeles County, more than half of Orange County and portions of Riverside and San Bernardino counties. It was the labor of the Gabrieleño who built the missions, ranchos and the pueblos of Los Angeles. They were trained in the trades, and they did the construction and maintenance, as well as the farming and managing of herds of livestock. “The Gabrieleño are the ones who did all this work, and they really are the foundation of the early economy of the Los Angeles area “. “That’s a contribution that Los Angeles has not recognized--the fact that in its early decades, without the Gabrieleño, the community simply would not have survived.”

On Wed, Feb 8, 2023 at 5:25 PM Natalie Adame <nadame@fcs-intl.com> wrote:

Hello,

Attached is a request for information pertaining to a cultural resources assessment for the proposed Baldwin Park Digital Billboard Project in the City of Baldwin Park. Please feel free to contact Dana DePietro at ddepietro@fcs-intl.com if you would like to provide input. Thank you for your assistance.

Natalie Adame
Archaeologist & Field Manager
Office +1.714.508.4100, Ext: 1408
Cell +1.909.510.9976

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From: [CHRISTINA CONLEY-HADDOCK](#)
To: [Natalie Adame](#)
Subject: Re: 5137.0005 Baldwin Park Digital Billboard
Date: Wednesday, March 1, 2023 6:21:52 PM

We have no comment.

tehoovet taamet

CHRISTINA CONLEY

- Native American Monitor - Caretaker of our Ancestral Land and Water
- Cultural Resource Administrator Under Tribal Chair, Robert Dorame (Most Likely Descendant) of Pimugna (Catalina Island)
- Native American Heritage Commission Contact
- Fully qualified as a California State Recognized Native American Tribe fulfilling SB18, AB52 Compliance Regulations
- HAZWOPER Certified
- 626.407.8761

GABRIELINO TONGVA INDIANS OF CALIFORNIA

The Gabrielino Tongva Indians of California tribe is traditionally and culturally recognized in the State of California Bill AJR96 as the aboriginal tribe to encompass the entire Los Angeles Basin area to Laguna Beach, extending to the Channel Islands of Santa Catalina, San Nicholas and San Clemente Islands



NAHC recognizes GTIOC Tribal Territory

On Feb 8, 2023, at 5:29 PM, Natalie Adame <nadame@fcs-intl.com> wrote:

Hello,

Attached is a request for information pertaining to a cultural resources assessment for the proposed Baldwin Park Digital Billboard Project in the City of Baldwin Park. Please feel free to contact Dana DePietro at ddepietro@fcs-intl.com if you would like to provide input. Thank you for your assistance.

Natalie Adame
Archaeologist & Field Manager
Office +1.714.508.4100, Ext: 1408

Cell +1.909.510.9976

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<5137.0005_Gabrielino Tongva Council.pdf>



December 12, 2024

Mr. Linda Candelaria
Co-Chairwoman
Gabrielino Tongva Tribe

VIA Email to: tongvaTCR@gmail.com

Subject: Assembly Bill 52 Consultation, 3100 Baldwin Park Boulevard Digital Billboard

Dear Ms. Candelaria:

The City of Baldwin Park is notifying the Gabrielino Tongva Tribe of the proposed digital billboard project at 3100 Baldwin Park Boulevard proposed by AllVision, which proposes the construction of a dual-faced, digital LED billboard with associated infrastructure connections adjacent to the SPRR tracks and within the SPRR right-of-way. It will have an overall height of 80 feet. The proposed billboard structure would be supported by a 6-foot-wide column encased in a pole cover, bracing, and torsion tube. The column would be installed on the northern side of the SPRR track with the digital/LED billboards crossing over to face drivers on I-10. The project site is located at 3100 Baldwin Park Boulevard (APN 8555-006-900). The project site is located immediately north of I-10.

The project site is located at 3100 Baldwin Park Boulevard on Assessor's Parcel Number (APN) 8555-006-900. The project site is located immediately north of I-10, known as the San Bernadino Freeway, and encompasses a portion of the SPRR right-of-way to the east of the Baldwin Park Boulevard interchange and southwest of Francisquito Avenue, in the City of Baldwin Park (See attached Figure 1). Regional access to the site is provided via I-10; local access is provided from Francisquito Avenue.

Assembly Bill 52 (AB 52) requires local governments to consult with California Native American Tribes that request such consultation in writing. Taking into account tribal cultural, scientific, and archaeological values, the consultation process is intended to identify potential impacts to Tribal Cultural Resources (TCRs) and define appropriate mitigation prior to the release of a CEQA document for public review. Pursuant to AB 52, a tribe has 30 days from notification of a project to request consultation. The City is currently notifying those tribes that have expressed a wish to enter into consultation regarding projects within the City.

To facilitate consultation with the City, please contact me at your earliest convenience. You may reach me via U.S. mail, telephone, or email at:



Nick Baldwin, City Planner, Planning Division
Community Development
City of Baldwin Park
14403 E. Pacific Avenue
Baldwin Park, California 91706

(626) 960-4011 ext.475
nbaldwin@baldwinpark.com
www.baldwinpark.com

The City appreciates your participation to this process and looks forward to your response.

Very respectfully,

Nick Baldwin
City Planner

Attachment: Figure 1



December 12, 2024

Mr. Andrew Salas
Chairman
Gabrielino Band of Mission Indians – Kizh Nation
Post Office Box 393
Covina, California 91723

Subject: Assembly Bill 52 Consultation, 3100 Baldwin Park Boulevard Digital Billboard

Dear Mr. Salas:

The City of Baldwin Park is notifying the Gabrielino Band of Mission Indians—Kizh Nation of the proposed digital billboard project AllVision at 3100 Baldwin Park Boulevard, which proposes the construction of a dual-faced, digital LED billboard with associated infrastructure connections adjacent to the SPRR tracks and within the SPRR right-of-way. It will have an overall height of 80 feet. The proposed billboard structure would be supported by a 6-foot-wide column encased in a pole cover, bracing, and torsion tube. The column would be installed on the northern side of the SPRR track with the digital/LED billboards crossing over to face drivers on I-10. The project site is located at 3100 Baldwin Park Boulevard (APN 8555-006-900). The project site is located immediately north of I-10.

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(626) 960-4011 ext.475
nbaldwin@baldwinpark.com
www.baldwinpark.com



The City appreciates your participation to this process and looks forward to your response.

Very respectfully,

A handwritten signature in blue ink, appearing to read "Nick Baldwin".

Nick Baldwin
City Planner

Attachment: Figure 1



December 12, 2024

Mr. Joseph Ontiveros
Tribal Historic Preservation Officer
Soboba Band of Luiseño Indians
Post Office Box 487
San Jacinto, California 92581

Subject: Assembly Bill 52 Consultation, 3100 Baldwin Park Boulevard Digital Billboard

Dear Mr. Ontiveros:

The City of Baldwin Park is notifying the Soboba Band of Luiseño Indians of the proposed digital billboard project at 3100 Baldwin Park Boulevard proposed by AllVision, which proposes the construction of a dual-faced, digital LED billboard with associated infrastructure connections adjacent to the SPRR tracks and within the SPRR right-of-way. It will have an overall height of 80 feet. The proposed billboard structure would be supported by a 6-foot-wide column encased in a pole cover, bracing, and torsion tube. The column would be installed on the northern side of the SPRR track with the digital/LED billboards crossing over to face drivers on I-10. The project site is located at 3100 Baldwin Park Boulevard (APN 8555-006-900). The project site is located immediately north of I-10.

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To facilitate consultation with the City, please contact me at your earliest convenience. You may reach me via U.S. mail, telephone, or email at:



Nick Baldwin, City Planner, Planning Division
Community Development
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nbaldwin@baldwinpark.com
www.baldwinpark.com

The City appreciates your participation to this process and looks forward to your response.

Very respectfully,

Nick Baldwin
City Planner

Attachment: Figure 1

From: [Gabrieleno Administration](#)
To: [Nick Baldwin](#)
Subject: Re: 3100 Baldwin Park Blvd Digital Billboard - AB 52 Consultation
Date: Thursday, December 12, 2024 4:21:55 PM

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Hello Nick

No worries. What is the depth of the ground disturbances that will be taking place ?

Best regards,

Brandy Salas

Gabrieleño Band of Mission Indians - Kizh Nation
PO Box 393
Covina, CA 91723
Office: 844-390-0787
website: www.gabrielenoindians.org



The region where Gabrieleño culture thrived for more than twelve thousand years encompassed most of Los Angeles County, more than half of Orange County and portions of Riverside and San Bernardino counties. It was the labor of the Gabrieleño who built the missions, ranchos and the pueblos of Los Angeles. They were trained in the trades, and they did the construction and maintenance, as well as the farming and managing herds of livestock. The Gabrieleño are the ones who did all this work, and they really are the foundation of the early economy of the Los Angeles area. That's a contribution that Los Angeles has not recognized--the fact that in its early decades, without the Gabrieleño, the community simply would not have survived.

On Thu, Dec 12, 2024 at 3:39 PM Nick Baldwin <nbaldwin@baldwinparkca.gov> wrote:

Ms. Salas,

I apologize again. This time I proofread twice to make sure the letter is correct. Attached please find the revised letter.

--Nick

From: Nick Baldwin
Sent: Thursday, December 12, 2024 2:49 PM
To: Gabrieleno Administration <admin@gabrielenoindians.org>
Subject: RE: 3100 Baldwin Park Blvd Digital Billboard - AB 52 Consultation

Hello Ms. Salas,

I apologize, but I sent the wrong letter in error in the initial email. Please see the correct letter attached.

--Nick

From: Gabrieleno Administration <admin@gabrielenoindians.org>
Sent: Thursday, December 12, 2024 2:42 PM
To: Nick Baldwin <nbaldwin@baldwinparkca.gov>
Subject: Re: 3100 Baldwin Park Blvd Digital Billboard - AB 52 Consultation

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Hello Nick

Thank you for your letter. Please note that you are sending the email to Chief Salas from the Gabrieleno Band of Mission Indians Kizh Nation. Please address the correct tribe in the letter above.

Thank you

Best regards,

Brandy Salas

Gabrieleño Band of Mission Indians - Kizh Nation

PO Box 393
Covina, CA 91723

Office: 844-390-0787

website: www.gabrielenoindians.org



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On Thu, Dec 12, 2024 at 1:56 PM Nick Baldwin <nbaldwin@baldwinparkca.gov> wrote:

Mr. Salas,

Attached please find a request for Tribal Consultation per AB 52 for a project in the City of Baldwin Park.

--Nick Baldwin

City Planner

626-960-4011 ext. 475

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