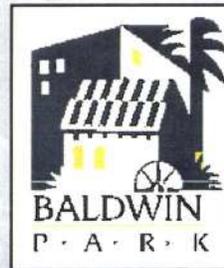
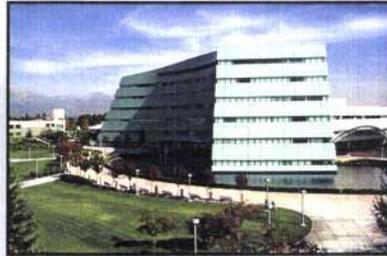


FINAL
PROGRAM ENVIRONMENTAL IMPACT REPORT

CITY OF BALDWIN PARK
2020 GENERAL PLAN UPDATE



COTTON/BRIDGES/ASSOCIATES
A Division of P&D Consultants

Final
Program Environmental Impact Report

**City of Baldwin Park
2020 General Plan Update**

State Clearinghouse No. 99011014

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September, 2002

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Executive Summary

Program Final Environmental Impact Report
City of Baldwin Park 2020 General Plan



Executive Summary

The Project

The proposed project analyzed in this EIR is the adoption and implementation of a comprehensive update of the City of Baldwin Park General Plan (2020 General Plan or Draft 2020 General Plan). This EIR assesses the general environmental impacts resulting from the long-term development of land and the implementation of policies consistent with the Draft 2020 General Plan.

Project Objectives

California law requires every city to adopt a comprehensive, long-term General Plan to guide physical development of the incorporated city and any land outside of the city boundaries which may bear a relationship on its planning activities. In essence, a city's General Plan serves as the blueprint for future growth and development. As a blueprint for the future, the plan must contain policies and programs designed to provide decision makers with a solid basis for decisions related to land use and development. The Baldwin Park General Plan has been prepared to allow the City to look forward to the year 2020 by setting forth goals and policies addressing land use, economic development, circulation, housing, public safety, resources, and related issues that effect the quality of life in the City. The Draft 2020 General Plan is founded upon the community's vision for Baldwin Park and expresses the community's long-term goals.

Project Location and Surrounding Uses

Baldwin Park is located in the San Gabriel Valley, approximately 15 miles east of downtown Los Angeles. The San Gabriel Foothills and Los Angeles National Forest lies to the north, with the Los Angeles Basin to the east, south and west. The City is traversed by two major interstate freeways: the San Bernardino Freeway (I-10) to the south, and the San Gabriel River Freeway (I-605) along the western City boundary. Abutting the City boundaries are the cities of Irwindale, West Covina, Industry, and El Monte, as well as an unincorporated Los Angeles County area.

The Baldwin Park Planning Area addressed in the Draft 2020 General Plan consists of properties contained within the City's corporate limits. The entire planning area encompasses approximately 4,337 acres.

Environmental Impacts

This EIR has been prepared to examine the potentially significant environmental impacts that could result from the adoption and long-term implementation of the Baldwin Park Draft 2020 General Plan, and to identify mitigation measures capable of avoiding or substantially reducing those impacts. A summary of the findings of the environmental analysis and mitigation measures is presented in Table 1.

The analysis contained in this EIR uses the words “significant” and “less than significant” to describe project impacts. These words specifically define the degree of impact and coincide with language used in the California Environmental Quality Act (CEQA) Guidelines. As required by CEQA, mitigation measures have been included in the project to avoid or reduce significant impacts. When these impacts, even with the inclusion of mitigation measures, cannot be completely mitigated, they are identified as “unavoidable significant impacts.”

CEQA defines a significant impact on the environment as “. . . a substantial, or potentially substantial, adverse change in any of the physical conditions within an area affected by the project, including land, air, water, flora, fauna, ambient noise, and objects of historic and aesthetic significance.” (Section 15383).

In order to approve a project with significant unavoidable impacts, the lead agency must adopt a Statement of Overriding Considerations. In adopting such a statement, the lead agency finds that it has reviewed the EIR, has balanced the benefits of the project against its significant effects, and has concluded that the benefits of the project outweigh the unavoidable adverse environmental effects. Thus, the adverse environmental effects may be considered “acceptable” (CEQA Guidelines Section 15093 [a]).

Unavoidable Significant Impacts

The EIR identifies the following areas of unavoidable significant impacts:

- Air Quality
- Transportation/Traffic
- Solid Waste
- Recreation

Less-than-significant Impacts

The EIR identifies the following areas which will result in less-than-significant impacts:

- Land Use and Planning
- Population and Housing
- Noise

- Utilities and Service Systems (except for solid waste)
- Mineral Resources
- Geology/Soils

The Initial Study prepared for the project (see Appendix A of this EIR) indicated that the project will result in either less-than-significant impact or no impact in the areas of environmental concern listed below. However, based on comments received from the Division of Mines and Geology, it was determined that both the issues of Geology/Soils and Mineral Resources could be potentially impacted by the project. These areas are addressed in this EIR.

- Geology/Soils
- Biological Resources
- Mineral Resources
- Hazards & Hazardous Materials
- Public Services
- Aesthetics
- Cultural Resources
- Agricultural Resources
- Hydrology/Water Quality

Beneficial Effects

The EIR identifies the following beneficial effects resulting from project implementation:

- Retention of existing industrial businesses, and provision of a business environment that allows existing uses to thrive and new enterprises to contribute to the healthy industrial base.
- Incentives for development of local and regional-serving commercial uses at key sites in the City.
- Creation of opportunities for new multi-family housing development to meet the needs of the population.
- Improvements to the local street system to provide safe and efficient travel routes for City residents and the business population.
- Protection of residents and employees of local businesses from natural and human-induced hazards affecting the community.
- Gradual elimination of nonconforming uses in commercial, industrial and residential areas.

Table 1
Summary of Environmental Impacts and Mitigation Measures

Impact Category	Potential Environmental Impact	Mitigation Measures	Level of Significance after Mitigation
<p>1. Unavoidable Significant Environmental Impacts (Lead Agency must issue "Statement of Overriding Considerations" under Section 15093 and 15126[b] of the State CEQA Guidelines if the agency determines these effects are significant and approves the project).</p>			
Air Quality	<p>Short-term construction related impacts will be potentially significant but mitigable. However, because the City is located in a non-attainment area for federal and state standards and new development will contribute to increased emissions, long-term impacts will be significant and unavoidable.</p>	<ol style="list-style-type: none"> 1. All development projects in the City will be required to comply with SCAQMD Rule 403 and other applicable measures aimed toward reducing construction-related pollutant emissions. 2. Baldwin Park will continue to cooperate with the SCAQMD and SCAG to implement the goals of the Air Quality Element and the AQMP. The AQMP transportation measures focus on reducing the number of trips, improving traffic flow, and utilizing alternative methods of transportation. 	<p>Short-term impacts: Less than significant</p> <p>Long-term impacts: Significant</p>
Transportation/ Traffic	<p>The increase in traffic resulting from General Plan implementation will result in five intersections currently operating at LOS E or better to deteriorate to LOS F. Also, traffic of one intersection currently operating at LOS F will increase by 0.33 volume/capacity.</p>	<p>The City will continue to alleviate traffic congestion through policies that incorporate transportation demand measures, mass transit programs and roadway improvement programs. However, these measures will not fully reduce traffic impacts to below a level of significance.</p>	<p>Significant</p>

Table 1
Summary of Environmental Impacts and Mitigation Measures
(Continued)

Impact Category	Potential Environmental Impact	Mitigation Measures	Level of Significance after Mitigation
Recreation	The increase in population resulting from General Plan implementation will create an increased demand for park and recreation facilities, and this increased usage is expected to result in substantial deterioration of existing park resources.	Given the limited availability of suitable parkland in the City, no feasible measures other than the General Plan policies to enhance existing resources will be available to fully mitigate the significant impact on recreation resources.	Significant
Solid Waste	The increase in population resulting from General Plan implementation will place increased demand on solid waste disposal facilities.	At 1995 disposal rates, the Puente Hills landfill has been forecasted to reach capacity by the year 2003. ¹ Expansion of the Puente Hills Landfill has been proposed that would provide an additional 10 years before the increased maximum capacity is reached. Considering that the update to the General Plan spans a 20-year time frame, the City would still experience a shortfall in solid waste disposal capacity over the duration of the General Plan even with the implementation of all requisite waste reduction measures.	Significant
<p>2. Impacts Considered But Found To Be Less Than Significant (Section 15128 of State CEQA Guidelines)</p>			
<p>Land use and planning; population and housing; noise; utilities and service systems except for solid waste; geology/soils; mineral resources.</p>			

¹Countywide Siting Element, Los Angeles County Department of Public Works, Environmental Programs Division, June, 1997.

Introduction

Program Final Environmental Impact Report
City of Baldwin Park 2020 General Plan



Introduction

Purpose of the EIR

This Program Environmental Impact Report (EIR) has been prepared to analyze the potential environmental impacts associated with the adoption and implementation of the Baldwin Park 2020 General Plan (Draft 2020 General Plan). The proposed General Plan has been prepared to respond to local and regional economic and development trends, and to reflect current state General Plan law.

According to the *Guidelines for Implementation of the California Environmental Quality Act* (CEQA Guidelines, Section 15120), an “EIR is an informational document which will inform public agency decision makers and the public generally of the significant environmental effects of a project on the environment, identify possible ways to minimize the significant effects, and describe alternatives to the project.”

Accordingly, this EIR is an information document to be used by decision makers, public agencies, and the general public. It is not a policy document of the City of Baldwin Park. The document provides information regarding the potential environmental impacts resulting from implementation of the Draft 2020 General Plan.

Legal Requirements

This Program EIR has been prepared in accordance with the California Environmental Quality Act (CEQA) of 1970 (Public Resources Code, Section 21000 et seq.) and the *Guidelines for Implementation of the California Environmental Quality Act* published by the Resources Agency of the State of California (California Code of Regulations, Section 15000 et seq.), and in accordance with the City of Baldwin Park’s CEQA Guidelines. The City of Baldwin Park is the lead agency for the General Plan EIR, as defined by Section 21067 of CEQA.

Pursuant to CEQA and CEQA Guidelines, an Initial Study was prepared for this project. The Initial Study concluded that the proposed General Plan might have a significant effect on the environment. The Initial Study checklist is included in Appendix A of this EIR. A Notice of Preparation (NOP) for this EIR was issued by the City in accordance with the requirements of the California Code of Regulations, Title 14, Sections 15082(a), 15103, and 15375. The NOP indicated that an EIR was being prepared and invited comments on the proposed project from public agencies and the general public.

This EIR constitutes a Program EIR under the provisions of Section 15168 of the State CEQA Guidelines. A Program EIR allows for review of a series of contemplated actions which, in

this case, consists of the incremental implementation of policies contained in the Draft 2020 General Plan. The City and other agencies will be able to use information presented in this Program EIR to determine if additional environmental review is required for later activities linked to the project. Under Section 15168, if an agency determines that a program or action will result in impacts within the scope of impact reported in this EIR and that no further mitigation is required, the agency may deem the later activity within the scope of the EIR, and no further environmental action will be required.

This EIR was prepared by environmental planning consultants under contract to the City of Baldwin Park and under the direction of City staff. All information, analysis, and conclusions contained in this document reflect the independent review and judgement of the City.

Scope of the Project

The Draft 2020 General Plan has been prepared to guide the City's development to the year 2020 by setting forth goals and policies addressing land use, economic development, circulation, housing, public safety, resources, and related issues that effect the quality of life in Baldwin Park.

Scope of the Environmental Analysis

Pursuant to CEQA and the CEQA Guidelines, an Initial Study was prepared for this project. The Initial Study concluded that the proposed Draft 2020 General Plan might have a significant effect on the environment with respect to the following issues:

- Land use and planning
- Population and housing
- Air quality
- Transportation and traffic
- Noise
- Utilities and service systems
- Recreation

Subsequent to the release of the Initial Study, based on input received from the California Department of Conservation Division of Mines and Geology, it was determined that both of the following areas could have potentially significant impacts. These areas are addressed in this EIR.

- Mineral resources
- Geology and soils

Appendix A contains the Initial Study and NOP for the project, as well as comment letters received in response to the NOP. Worksheets and calculations are provided in Appendix B. Other reference documents cited in the EIR are on file with the City of Baldwin Park Planning Department, City Hall, 14403 East Pacific Avenue, Baldwin Park, California 91706.

Intended Uses of the EIR

This Program EIR will be used by the City and other responsible agencies to provide information necessary for environmental review of discretionary actions related to adoption of the General Plan. The EIR may be used by the following agencies for the following discretionary actions:

<u>Agency</u>	<u>Action</u>
• City of Baldwin Park City Council	• Adoption of Baldwin Park 2020 General Plan in its final form
• City of Baldwin Park Planning Commission	• Review of Baldwin Park Draft 2020 General Plan and recommendation to City Council
• City of Baldwin Park Redevelopment Agency	• Approval of development projects within six specified redevelopment project areas
• South Coast Air Quality Management District (SCAQMD)	• Review of Baldwin Park Draft 2020 General Plan for consistency with the <i>Air Quality Management Plan (AQMP)</i>
• Southern California Association of Governments (SCAG)	• Review of General Plan for consistency with the regional plans, including the <i>Regional Comprehensive Plan and Guide (RCP)</i> , <i>Regional Mobility Element/Regional Transportation Plan (RME/RTP)</i> , <i>Growth Management Plan (GMP)</i> , and <i>Air Quality Management Plan (AQMP)</i> .
• County of Los Angeles	• Review of Baldwin Park Draft 2020 General Plan for consistency with the County of Los Angeles <i>Congestion Management Program (CMP)</i>

-
- California Department of Transportation
 - Review of the Baldwin Park Draft 2020 General Plan for effects on State roadway facilities

Public Review and Comment

The Draft EIR for the General Plan circulated for a 45-day public review period ending on September 5, 2002. In addition to circulation to interested agencies and persons, the Draft EIR was available for public inspection at the City of Baldwin Park Planning Department, located at 14403 East Pacific Avenue in Baldwin Park, as well as the City Library, located at 4181 Baldwin Park Boulevard. Organizations and individuals were invited to comment on the Draft EIR.

The City received comment letters on the Draft EIR. Those comments letters and written responses to the comments are contained in Section 7 of this Final EIR. Where changes to the Draft EIR have been made in response to the comments received, such changes are indicated in the EIR text by stricken and/or highlighted text, like this.

Contact Person

The primary contact person regarding information presented in this EIR is Amy Harbin, Principal Planner, City of Baldwin Park Planning Department, 14403 East Pacific Avenue, CA 91706. Ms. Harbin can be reached at (626) 960-4011, extension 475.

1.0 Project Description

Program Final Environmental Impact Report
City of Baldwin Park 2020 General Plan



1.0 Project Description

The Project

The proposed project analyzed in this EIR is the adoption and implementation of the Draft 2020 General Plan. The General Plan is presently in draft form, and the final General Plan to be adopted following certification of this EIR.

California law requires every city to adopt a comprehensive, long-term General Plan to guide the physical development of the incorporated city and any land outside of the city boundaries which may bear a relationship on its planning activities. The plan is intended to serve as a city's foundation for all land use decisions. Through goal statements, the plan sets forth public policy regarding future use of public and private lands.

Baldwin Park last updated its General Plan in 1989. Since that time, the City has been faced with a variety of land use planning issues affecting the growth and development of the City. In addition, regional economic and growth trends have created opportunities in the San Gabriel Valley for a new and varied base of businesses that cater to a growing and diverse population. For these reasons, Baldwin Park has undertaken a program to comprehensively update its General Plan, and develop a solid foundation on which to lead the City through the first decades of the 21st century.

Regional Setting

Baldwin Park is located in the San Gabriel Valley, approximately 15 miles east of downtown Los Angeles. The San Gabriel Foothills and Los Angeles National Forest lies to the north with the Los Angeles Basin to the east, south and west. The City is traversed by two major interstate freeways: the San Bernardino Freeway (I-10) to the south, and the San Gabriel River Freeway (I-605) to the west. Abutting the City boundaries are the cities of Irwindale, West Covina, Industry, and El Monte, as well as an unincorporated Los Angeles County area. Figure 1 shows the project's regional location and the planning area.

Baldwin Park Planning Area

The Baldwin Park Planning Area addressed in the Draft 2020 General Plan consists of properties contained within the City's corporate limits. Figure 1 illustrates the planning area boundaries that encompass 4,337 acres.



BALDWIN
P · A · R · K

-  City Boundary
-  Sphere of Influence
-  Planning Area

Figure 1
Planning Area

Purpose and Objectives of the Baldwin Park Draft 2020 General Plan

The Draft 2020 General Plan has been prepared to allow the City to look forward to the year 2020 by setting forth goals and policies addressing land use, economic development, circulation, housing, urban design, public safety, noise, air quality, natural resources, and related issues that effect the quality of life in Baldwin Park. The Draft 2020 General Plan is founded upon a comprehensive community vision for Baldwin Park and expresses the community's long-term goals.

Key policy objectives stated in the Draft 2020 General Plan are:

- To provide a sense of identity and place for Baldwin Park within the San Gabriel Valley.
- To provide a business environment that allows existing uses to thrive and new enterprises to contribute to the City's economic base.
- To encourage development of local and regional serving commercial uses at key locations in the City.
- To address the housing needs of existing and future residents, including housing affordability, availability, and adequacy.
- To provide safe and efficient travel routes for City residents and the business population.
- To protect residents and employees of local businesses from natural and human-induced hazards.
- To provide adequate parks, open space, and recreation for City residents.

The Draft 2020 General Plan serves as a policy guide for determining the physical development and character of the City. The Plan establishes the maximum level of development that can occur within the City over the long term.

Project Characteristics

The General Plan consists of six elements that fulfill the requirements of State law: Land Use, Housing, Circulation, Conservation/Open Space, Public Safety, and Noise. The Air Quality, Community Design, and Economic Development elements have been added as optional elements. In addition to meeting State requirements, these elements provide the necessary link between City goals and the long-term achievement of the goals. Each element identifies goals and policies to guide future development. The focus of each element is briefly discussed below.

Land Use Element

The Land Use Element establishes the distribution and the corresponding densities and intensities of land use for all parcels in the planning area. Table 2 identifies the land use categories used to guide the long-term physical development of Baldwin Park. Key goals and policies focus on the creation of a community identity for downtown, and seeking opportunities for continued economic growth while meeting the housing and service needs of existing and future residents. This element addresses housing needs and resources, commercial and industrial development opportunities, and potential land use opportunities.

In particular, the Land Use Element calls for preserving and enhancing the low-density quality of existing single family neighborhoods; providing additional opportunities for multi-family and affordable housing; facilitating new commercial development along the San Bernardino Freeway (I-10) corridor; upgrading older industrial areas; improving land use compatibility; and revitalizing the Central Business District. The Plan establishes a new Mixed Use land use category for Downtown which provides for the integration of commercial and multi-family residential uses, and creation of a pedestrian district.

Because Baldwin Park is largely a built-out city with well-established land use patterns, the Land Use Element does not propose wholesale changes to existing land use policy. However, the City does contain numerous examples of nonconforming land use, such as residential units and mobile homes in industrial and commercially designated areas, and commercial uses in areas designated for residential use. It is assumed that buildout of the General Plan will result in the eventual recycling of existing nonconforming uses to uses consistent with General Plan policy, as supported by policies contained in the Land Use Element focused on improving land use compatibility in the City.

For purposes of analyzing environmental impacts, the EIR addresses the potential for residential, commercial, and industrial growth under the Draft 2020 General Plan anticipated to occur during the Plan's 20-year time horizon. For the most part, this time horizon is consistent with assumptions for full buildout of the Draft 2020 General Plan. One exception, however, pertains to assumptions regarding the recycling of existing residential development which is nonconforming due to densities which exceed those permitted under the Draft 2020 General Plan. The City contains numerous multi-family developments within residentially designated areas which exceed current permitted densities, as well as a significant number of parcels within single-family neighborhoods developed at a density of 2 to 4 units per acre. While such uses are nonconforming in terms of density, the City is not actively encouraging removal, and therefore these units are assumed to remain during the 2020 time frame of this Plan. Development under the proposed land use policies is discussed under the heading "Potential Development Under the 2020 General Plan" on the following pages.

Table 2
Draft 2020 General Plan Land Use Designations

Land Use Designation	Maximum Permitted Density or Intensity (in dwelling units per net acre or FAR)	Average Density or Intensity (in dwelling units per net acre or FAR) (b)
Single-Family Residential	0 to 8.7 du/ac	7.8 du/ac
Garden Multi-Family	8.8 to 12 du/ac	10.8 du/ac
Multi-Family Residential	12.1 to 20 du/ac	18 du/ac
Neighborhood Commercial	0.60 FAR	0.30 FAR
General Commercial	2.00 FAR	0.25 FAR
Mixed Use		
Commercial	1.50 FAR	0.35 FAR
Residential	30 du/ac	30 du/ac
Commercial - Industrial	1.00 FAR	0.30 FAR
General Industrial	0.75 FAR	0.45 FAR
Public Facility	1.00 FAR	0.20 FAR
Park	(a)	N/A
Streets and other Rights-of-Way	N/A	N/A

Abbreviations: du = dwelling unit; ac = acre; sf = square feet; FAR = floor area ratio (ratio of structures to land area)

Notes:

- (a) Due to the open space nature of this use, no development intensity has been assigned.
- (b) Represents the expected overall level of development within each land use category on a citywide basis reflecting roadway constraints, placement of existing buildings, zoning requirements, and other factors. Not every parcel in the City has in the past nor will in the future develop to the maximum intensity allowed.

Economic Development Element

The Economic Development Element identifies economic factors influencing development in the City and presents goals and policies designed to capitalize on these influences. The element also addresses the regional- and local-serving economic development opportunities and opportunities for job creation. As a largely built-out City, these opportunities will derive primarily from strengthening existing businesses, improving existing residential areas and identifying commercial revitalization opportunities. The Economic Development element also discusses opportunities for the City to use its redevelopment authority to encourage reuse of properties within redevelopment project areas.

Housing Element

Housing goals and policies are geared toward assuring a variety of housing opportunities for all social and economic segments of Baldwin Park's present and future populations. A key issue is the availability of adequate sites to accommodate projected housing growth. The City

recognizes the special status of lower income households, which in many cases are the City's elderly, single-parent, or large-family households. Concerns of the Housing Element include the identification of housing strategies and programs that focus on: conserving and improving the existing supply of affordable housing; providing adequate housing sites for a variety of housing types; assisting in the development of affordable housing; and promoting equal housing opportunities. The Housing Element was adopted November, 2001 and certified by the State.

Circulation Element

The primary focus of the Circulation Element is to establish a plan that will accommodate growth, development, and change over the next 20-year period. Because the City is largely built out, limited opportunities exist in Baldwin Park to expand road rights-of-way or to provide new streets or street connections. Therefore, the Circulation Element focuses on the existing street system to enhance traffic flow and reduce congestion and associated air quality impacts. The Circulation Element also encourages the use of public transportation and helps to ensure traffic safety.

Public Safety Element

The Public Safety Element identifies potential safety hazards and establishes policies to protect life and property from hazardous conditions. Issues discussed in this element include geologic and seismic hazards, flood hazards, urban noise and land use planning, fire hazards and hazardous materials, emergency preparedness, and crime prevention.

Conservation and Open Space Element

The Conservation and Open Space Element provides goals and policies for preservation and enhancement of the limited park and recreational facilities in the City. Additional funding sources are identified for potential expansion of the City's current parks inventory. The Element also addresses protection of the City's groundwater resources, prevention of storm water runoff contamination, and support for recycling and energy conservation efforts.

Air Quality Element

The Air Quality Element discusses land use and transportation measures, as well as measures to reduce stationary particulate emissions, to reduce generation of air pollutant emissions in the City consistent with the *Air Quality Management Plan* (AQMP) prepared by the South Coast Air Quality Management District (SCAQMD). The goal of this Element is to improve air quality by defining policies that address the reduction of vehicular emissions through transportation planning, including alternative modes of travel, trip reduction, and traffic improvements. In addition, the Element addresses the reduction of particulate emissions from stationary sources.

Noise Element

The Noise Element is a tool to promote and maintain compatibility between various land uses and environmental noise levels. This element also provides policies to minimize the adverse effects of excessive or unusual noise on the City's residential and business populations.

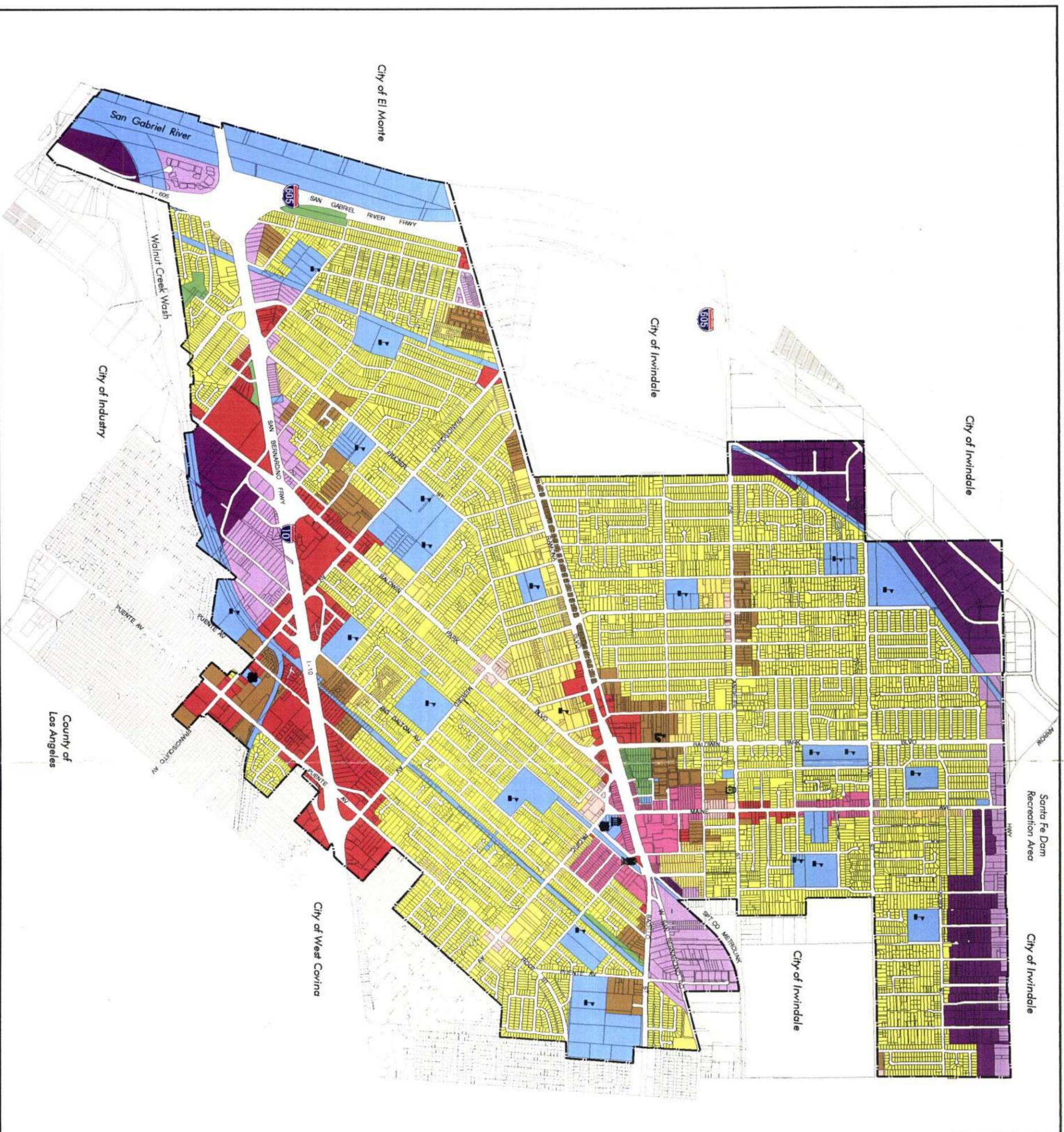
Community Design Element

The Community Design Element addresses the City's visual and aesthetic resources. This Element defines downtown and other major districts with distinctive appearances and qualities, and provides focused attention to creating a "sense of place" for the Downtown. The Element addresses site planning, architectural character, building mass, height and placement, signage and other identity elements, streetscape and landscape, visual character, and view preservation.

Potential Development Under Draft 2020 General Plan

Figure 2, the Land Use Policy Map, illustrates the proposed distribution of land uses in Baldwin Park. The major goal of Baldwin Park's land use policy is to provide a mix of land uses that is functionally and physically compatible. Table 3 identifies existing development in Baldwin Park as of January 2000 and potential development anticipated at build out of the Draft 2020 General Plan.

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Legend

- Single-family Residential (0-8.7 du/acre)
- Garden Multi-family Residential (8.8-12 du/acre)
- Multi-family Residential (12.1-20 du/acre)
- Neighborhood Commercial
- General Commercial
- Mixed Use (0-30 du/acre)
- Commercial/Industrial
- General Industrial
- Parks
- Public Facilities
- M City Hall
- L Library
- S School
- F Fire
- P Police
- M Metrolink Station

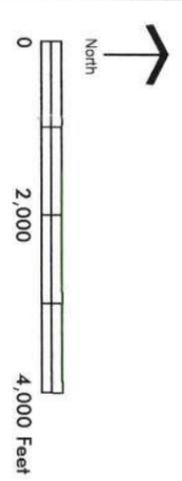


Figure 2
Land Use Policy Map
February 7, 2002

Table 3
Development Potential
2020 General Plan Buildout

Land Use Designation	Area in Acres		Average General Plan Density/Intensity (du/ac or FAR)	Estimated Dwelling Units or Square Feet of Development		Net Change in du or sf
	Existing Land Use	General Plan		Existing Land Use	General Plan (d) (e)	
Single Family Residential	1,795	1,783	7.8 du/acre	11,705 du	13,905 du	2,200 du
Garden Multi-Family	206(b)	175	10.8 du/acre	2,615 du	1,882 du	(733 du)
Multi-Family Residential	122	169	18 du/acre	3,104 du	3,038 du	(66 du)
Neighborhood Commercial	22	21	0.30 FAR	280,000 sf	275,996 sf	(4,004 sf)
General Commercial	204	221	0.25 FAR	2,200,000 sf	2,402,661 sf	202,661 sf
Mixed Use Commercial Residential	0	48 12	0.35 FAR 30 du/acre	0	726,929 sf 358 du	726,929 sf 358 du
Commercial-Industrial	0	197	0.30 FAR	0	2,568,646 sf	2,568,646 sf
General Industrial	250	243	0.45 FAR	4,400,000 sf	4,757,013 sf	357,013 sf
Public Facility (a)	538	511 (c)	0.20 FAR	3,000,000 sf	2,519,946 sf	(480,054 sf)
Park	25	28				
Streets and other Rights-of-way	935	929				
Unclassified	58					
Vacant	182					
Total	4,337	4,337		17,424 du 9,880,000 sf	19,183 du 13,251,191 sf	1,759 du 3,371,191 sf

Abbreviations: du = dwelling unit; ac = acre; sf = square feet; FAR= floor area ratio

Notes:

- (a) For purposes of existing land use, the Public Facilities category includes such uses as schools, churches, hospitals, the fire station, and City Hall. However, the proposed General Plan does not separately call out churches as public facilities, and includes policy to permit churches in all residential and commercial zones. In addition, hospitals have been designated as commercial use. Therefore, the reduction in Public Facilities acreage between Existing Land Use and General Plan is a reflection of reclassification of uses rather than an actual decrease in Public Facilities.
- (b) Includes 28 acres of existing Mobile Home Park use, with 354 existing units.
- (c) A total of 211 acres of Public Facilities are comprised of flood control and other rights-of-way and thus are excluded from these development intensity standards.
- (d) For purposes of estimating a realistic growth potential in the City's residential areas, the General Plan assumes existing residential developments which exceed permitted General Plan densities will not recycle to the lowered density during the timeframe of the 2020 Plan.
- (e) Number of dwelling units or square feet of development may be slightly less than would be indicated by multiplying General Plan acres by du/acres or FAR because of the rounding factor used for the General Plan acres.

Residential Land Use

Baldwin Park is largely a built-out community with little vacant land available for development. The proposed Land Use Element provides for a range of residential densities that are generally compatible with existing housing densities. However, many multi-family developments were constructed within primarily single-family neighborhoods prior to adoption of the City's 1989 General Plan, which redesignated these areas for long-term single-family use. In keeping with the City's desire to preserve its single-family neighborhoods, the proposed policies maintain all areas currently designated Single-Family Residential. Furthermore, a new lower density single-family zoning designation of 7.8 du/acre is proposed for areas with concentrations of larger single-family lots, as a means of preserving the lower density character of these areas.

The lowered density thresholds established in the 1989 General Plan for the Garden Multi-Family and Multi-Family Residential designations have been maintained under the Draft 2020 General Plan. New opportunities for housing will occur primarily in areas designated Mixed Use, including the greater downtown area and along North Maine Avenue; in expanded areas designated Garden Multi-Family along west Ramona Boulevard; and on two vacant sites on Dalewood Street and Pacific Avenue. Residential buildout under the proposed Land Use Element would result in a total of 19,183 dwelling units, or an increase of 1,759 units over the City's existing (2000) housing stock of 17,424 units.² The associated population under residential buildout is estimated at 84,885 persons based on the City's current average household size of 4.425 persons, representing an increase of 7,784 persons above the City's 2000 population of 77,101.

Commercial Land Use

The proposed Land Use Element focuses growth in the commercial sector along the I-10 Freeway corridor, in Downtown, and along key arterial roadways. In addition, several neighborhood-serving commercial nodes are provided for at key intersections in residential areas. A major goal of the Land Use Element is to establish a viable pedestrian district in the Downtown, consisting of both retail and commercial and higher density residential uses. In support of this goal, the Element establishes a new Mixed Use designation which allows for both housing and commercial uses, and provides density incentives for commercial projects which include a residential component. Buildout under the Draft 2020 General Plan would result in a total of up to 3.4 million square feet of commercial and office uses in the City, exclusive of commercial uses within commercial-industrial areas. This represents an increase of 925,586 square feet of commercial and office use.

² Reflects adjustment to 2000 Department of Finance unit count to accurately account for number of mobile homes at 354 rather than 402.

Industrial Land Use

Industrial uses under the proposed Land Use Plan continue to be focused in the northern portion of the City off Arrow Highway, in the Auction Village area, south of the I-10 Freeway, and west of the I-605 Freeway. The Draft 2020 General Plan proposes consolidation of the City's four Industrial land use designations into two categories: Commercial/Industrial and General Industrial. Buildout under the Draft 2020 General Plan could result in up to a total of 2.56 million square feet of Commercial-Industrial and a total of 4.7 million square feet of General Industrial uses in the City. This represents an increase of 2,568,646 square feet in Commercial/Industrial uses and an increase of 357,013 square feet in General Industrial uses.

Relationship to Local and Regional Plans

Baldwin Park Zoning Ordinance

The City's Zoning Ordinance divides the City into areas, called zoning districts, and establishes regulations for each district with respect to permitted uses, allowable density, building height, development character, etc. The Zoning Ordinance consists of a map which delineates the district boundaries and text which explains the purposes of areas, specifies permitted and conditional uses, and establishes development and performance standards. The Zoning Ordinance serves as the primary implementation tool for the Land Use Element and the goals and policies contained within it. By law, the zoning map must be consistent with the General Plan Land Use Policy Map, and the current zoning map will be revised to reflect the proposed 2020 General Plan as adopted.

Regional Plans for Growth and Environmental Management

The Southern California Association of Governments (SCAG) assists cities, counties, and other agencies in reviewing local government plans and individual projects for consistency with the regional plans, including *the Regional Comprehensive Plan and Guide*, a *Regional Mobility Element/Regional Transportation Plan*, *the Growth Management Plan*, and *the AQMP*. The AQMP is submitted to the Environmental Protection Agency as the State's Implementation Plan (SIP) for attaining federal air quality standards. All regional plans are interrelated and work in tandem in order to manage southern California's growth and development, while meeting the federal and state air quality and other standards. In order to be in conformance with the regional growth and air quality plans, a project must:

1. Be consistent with the subregion's jobs/housing balance performance ratio (i.e., the ratio of employment to housing units within a subregion, as defined by SCAG);
2. Reduce vehicle trips and vehicle miles traveled to the maximum extent feasible by implementing transportation demand management strategies; and
3. In the environmental document, include an air quality analysis which demonstrates that the project will not have a significant negative impact on air quality in the long term.

Southern California Association of Governments (SCAG) Regional Comprehensive Plan and Guide (RCPG)

The RCPG was developed with active participation from local agencies, elected officials, the business community, community groups, private institutions, and private citizens. The RCPG provides guidance to minimize traffic congestion, improve air quality and the quality of life, and protect environmental quality throughout the six-county SCAG region. The RCPG is intended to function as a framework for decision-making for local governments and to assist them in working through their subregional organizations to meet federal and state mandates consistent with regional goals. Baldwin Park is one of 27 member governments which form the San Gabriel Valley Association of Cities, a subregion of Los Angeles County.

Air Quality Management Plan (AQMP)

The AQMP is prepared for a region designated as a non-attainment area, that is, a geographic area identified by the Environmental Protection Agency and/or California Air Resources Board as not meeting federal or state standards for a given pollutant. The AQMP, updated on a 3-year cycle, contains policies and measures designed to achieve federal and state standards in the South Coast Air Basin and portions of the surrounding area. The AQMP was last updated in 2000.

Congestion Management Program (CMP)

The County of Los Angeles prepares its Congestion Management Program (CMP) to address the impact of local growth on the regional transportation system and the County's mobility needs. The CMP is required by statute (Section 65089 of the California Government Code) to have the following six elements: (1) a system of highways and roadways with minimum level of service performance measurements; (2) a performance element that includes performance measures to evaluate multimodal systems; (3) a travel demand element promoting alternative transportation; (4) a program to analyze the impacts of local land use decisions on the regional transportation system, including an estimate of the cost of mitigating those impacts; (5) a seven-year capital improvement program of projects that benefit the CMP system; and (6) a deficiency plan.

The CMP is incorporated into a 20-year Regional Transportation Plan (RTP), contained in SCAG's RCPG, to establish the magnitude of congestion problems that face the entire region and the types of solutions that will be necessary to maintain mobility. The CMP relates these long-term regional mobility goals to specific actions at the county and local level, develops implementation strategies, and monitors the effectiveness of transportation improvements. Under the County's CMP, local jurisdictions are required to evaluate impacts of development on the CMP routes and intersections, and mitigate adverse impacts of development within their jurisdictions through other physical and non-physical improvements, including transportation demand and system management programs and measures.

Los Angeles County Solid Waste Management Plan

The County of Los Angeles prepares and administers solid waste management plans to project the capacity of the County landfills and other facilities to accommodate future demand generated by county-wide growth. Local jurisdictions, including the City of Baldwin Park, need to assess the effect of new development on the County facilities and develop and implement programs to reduce the amount of solid waste within their boundaries that needs to be disposed of at these facilities.

References

Regional Comprehensive Plan and Guide. Southern California Association of Governments. 1997.

2.0 Environmental Impacts and Mitigation Measures

Program Final Environmental Impact Report
City of Baldwin Park 2020 General Plan



2.0 Environmental Impacts and Mitigation Measures

This section of the EIR discusses each of the potentially significant effects of the Baldwin Park Draft 2020 General Plan, and identifies mitigation measures to reduce impacts found to be potentially significant in the EIR analysis. This EIR analyzes those environmental issue areas identified in the environmental checklist form (EIR Appendix A) where significant impacts have the potential to occur. All answers are discussed in the checklist in accordance with the CEQA Guidelines, Section 15063(c); no further analysis is required for those effects which are not considered potentially significant.

The nine issue areas analyzed in this EIR are:

1. Land Use and Planning
2. Population and Housing
3. Air Quality
4. Transportation/Traffic
5. Noise
6. Utilities and Service Systems
7. Recreation
8. Mineral Resources
9. Geology/Soils

Each environmental issue for which the Initial Study, provided in Appendix A, identified a potentially significant impact, is analyzed in the following manner:

Environmental Setting describes the existing conditions in the environment in the vicinity of the project, as it exists before the commencement of the project to provide a baseline for comparing “before the project” and “after the project” environmental conditions.

Thresholds Used to Determine Level of Impact defines and lists specific criteria used to determine whether an impact is or is not considered to be potentially significant. The CEQA Guidelines; local, state, federal or other standards applicable to an impact category; and officially established thresholds of significance are the major sources used in crafting criteria appropriate to the specifics of the project. “...An ironclad definition of significant effect is not possible because the significance of an activity may vary with the setting.” (CEQA Guidelines, Section 15064 [b]). Principally “... a substantial, or potentially substantial, adverse change in any of the physical conditions within an area affected by the project, including land, air, water, flora, fauna, ambient noise, and objects of historic and aesthetic significance” constitutes a significant impact (CEQA Guidelines, Section 15382).

Environmental Impact presents evidence, based to the extent possible on scientific and factual data, for the cause and effect relationship between the proposed project and the

potential changes in the environment. The exact magnitude, duration, extent, frequency, range, or other parameters of a potential impact are ascertained, to the extent possible, to provide facts in support of finding the impact to be or not to be significant. In determining whether impacts may be significant, all of the potential effects, including direct effects, reasonably foreseeable indirect effects, and considerable contributions to cumulative effects, are considered.

Mitigation Measures identify the means by which potentially significant impacts could be reduced or avoided in cases where the EIR analysis determined such impacts to be potentially significant. Standard existing regulations, requirements, and procedures that are applied to all similar projects are taken into account in identifying additional project-specific mitigation that may be needed to reduce significant impacts. Mitigation, in addition to measures that the lead agency will implement, can also include measures that are within the responsibility and jurisdiction of another public agency (CEQA Guidelines, Section 15091 [a] [2]).

Level of Significance After Mitigation identifies the impacts that will remain after application of mitigation measures, and whether the remaining impacts are or are not considered significant. When these impacts, even with the inclusion of mitigation measures, cannot be mitigated to a level considered less than significant, they are identified as “unavoidable significant impacts.” In order to approve a project with significant unavoidable impacts, the lead agency must adopt a Statement of Overriding Considerations. In adopting such a statement, the lead agency finds that it has reviewed the EIR, has balanced the benefits of the project against its significant effects, and has concluded that the benefits of the project outweigh the unavoidable adverse environmental effects. Thus, the adverse environmental effects may be considered “acceptable” (CEQA Guidelines Section 15093 [a]).

2.1 Land Use and Planning

This section of the EIR addresses compatibility with existing land use in the community and whether the Draft 2020 General Plan will conflict with any related land use plans or policies. Indirect impacts related to proposed changes in land use (for example, traffic, increased demand for utilities, noise, etc.) are addressed in other sections of this EIR.

Environmental Setting

Baldwin Park is located approximately 15 miles east of downtown Los Angeles in a location which affords residents and businesses easy access to the greater Los Angeles area. The San Gabriel Foothills and Los Angeles National Forest lie to the north, with the Los Angeles Basin to the east, south and west. The City is traversed by two major interstate freeways: the San Bernardino Freeway (I-10) to the south, and the San Gabriel River Freeway (I-605) to the west. Abutting the City boundaries are the cities of Irwindale, West Covina, Industry, and El Monte, as well as an unincorporated Los Angeles County area. Immediately beyond the northern boundary is the Santa Fe Dam and flood control basin.

Baldwin Park was originally part of the San Gabriel Mission, which was established in 1771 by the Franciscan padres. By 1912, the community was called Baldwin Park. The Pacific Electric Railroad laid tracks west and east through the center of town and since that time, the City has continued to experience urban growth, with the majority of its housing growth occurring during the 1950s, 1960s, and 1980s. During the 1990s, residential growth has been fairly limited, and relatively balanced between single- and multi-family units. The location of major commercial and industrial uses in Baldwin Park are directly related to the two freeways which traverse the City. Such uses are either directly accessed or highly visible from one or both freeways.

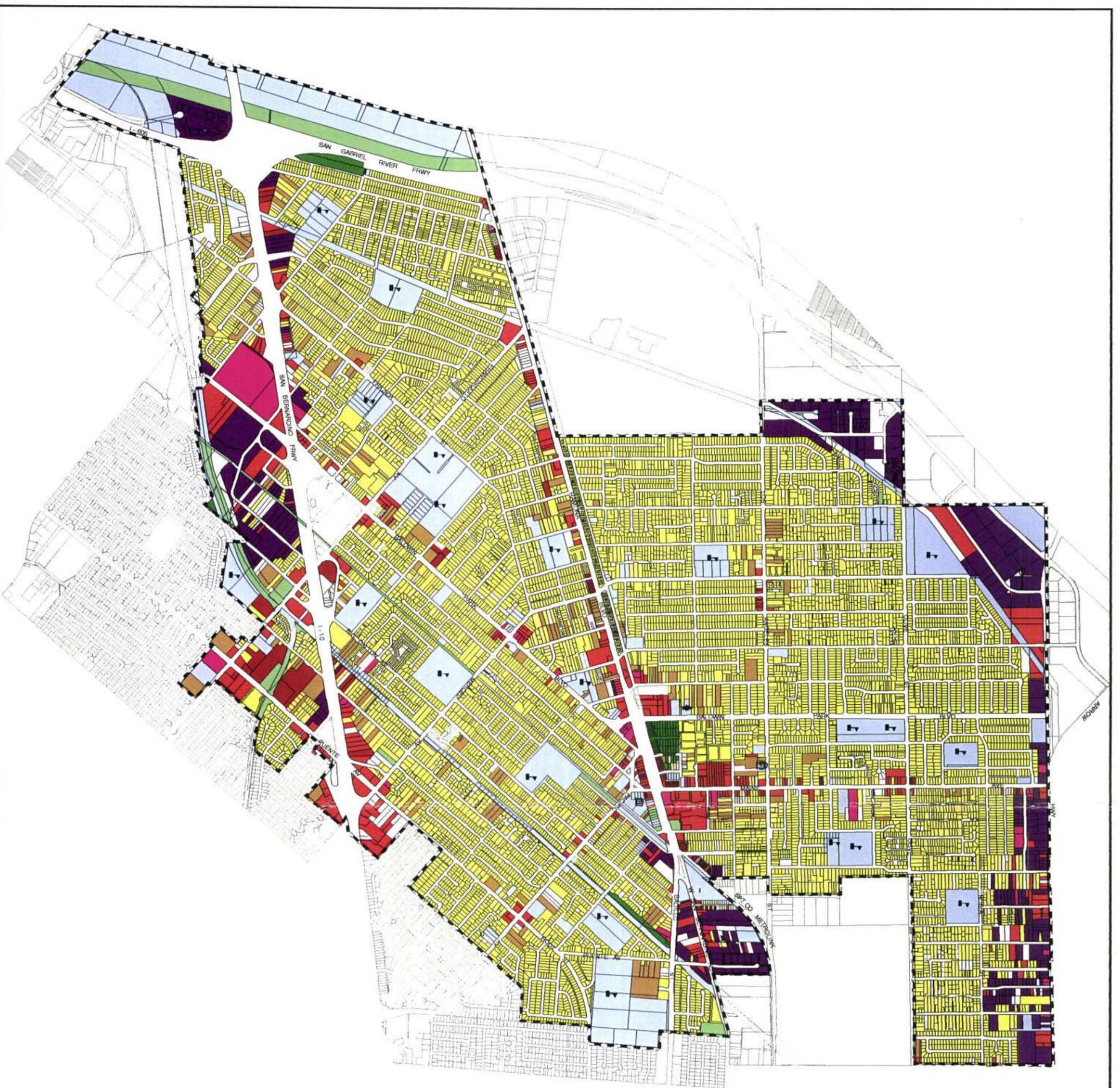
Planning Area

The Baldwin Park Planning Area addressed in the Draft 2020 General Plan consists of properties contained within the City's corporate limits and sphere of influence, encompassing approximately 4,337 acres.

Existing Land Use

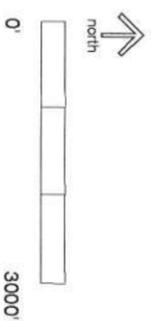
Existing land uses in the City include residential, commercial, industrial, public facilities, and parks/community uses. Figure 3 illustrates the pattern of existing land uses within the City, and Table 4 identifies the existing development.

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LEGEND

- Single-family
- Medium Density
- High Density
- Mobile Home
- Commercial Retail
- Commercial Office
- Industrial
- Public Facility
- Open Space
- Park
- Vacant
- City Hall
- Church
- Library
- School
- Fire



BALDWIN
P · A · R · K

Figure 3
General Plan 2020
Existing Land Use Map

June 27, 1998

Table 4
Existing Land Use

Land Use Designation	Acres	Average du/ac or FAR	Estimated Dwelling Units	Estimated Square Feet of Development
Single Family Residential	1,795	7.8 du/ac	11,705	-
Garden Multi-Family (a)	206	10.8 du/ac	2,615	-
Multi-Family Residential	122	18 du/ac	3,104	-
Neighborhood Commercial	22	0.30 FAR	-	280,000
General Commercial	204	0.25 FAR	-	2,200,000
General Industrial	250	0.40 FAR	-	4,400,000
Public Facility (b)	538	0.20 FAR	-	3,000,000
Park	25	N/A	-	-
Streets and other Rights-of-way	935	N/A	-	N/A
Unclassified	58	-	-	-
Vacant	182	-	-	-
Total	4,337		17,424	9,880,000

Source: City of Baldwin Park; Cotton/Bridges/Associates.

- Notes:
- (a) Includes 28 acres of existing Mobile Home Park use, with 354 existing units.
 - (b) For purposes of existing land use, the Public Facilities category includes such uses as schools, hospitals, the fire station, and City Hall.

Abbreviations: du=dwelling units; ac=acre; FAR=Floor Area Ratio

The City contains numerous nonconforming land uses, such as residential units and mobile homes in industrial and commercially designated areas, and commercial uses in areas designated for residential use. It is assumed that buildout of the General Plan will result in the eventual recycling of existing nonconforming uses to uses consistent with General Plan policy, as supported by policies contained in the Land Use Element focused on improving land use compatibility in the City.

Residential

As indicated in Table 4, approximately 2,123 acres, or 49 percent of Baldwin Park's Planning Area, is developed with residential uses. Of total residential use, approximately 85 percent (1,795 acres) is devoted to single-family homes, with the remainder containing multi-family units, including mobile homes. Within the City limits, the State Department of Finance estimates a current housing inventory of 17,424 units,³ including 11,705 single-family detached units, 1,632 single-family attached, 3,733 multi-family and units, and 354 mobile homes (as of January, 2000).

Commercial

Commercial land uses comprise approximately 226 acres, or about 5 percent of the Planning Area. A variety of commercial uses are scattered throughout the City, with the largest concentrations along major arterials such as Garvey Avenue, Ramona Boulevard, and Maine Street. Commercial uses represent approximately 2.5 million square feet of existing total development within the Planning Area. Almost all commercial businesses within the City consist of small, local-serving enterprises.

Industrial

Manufacturing, industrial, and warehousing uses traditionally have been sited almost exclusively along the I-10 Freeway at the southern and northern edges of the City. Industrial uses comprise approximately 250 acres, or 6 percent of the planning area. Industrial uses comprise approximately 4.4 million square feet of development, approximately twice as much as the amount of square footage devoted to general commercial uses. Many of the industrial areas contain obsolete buildings and substandard streets.

Public Facilities

Public facilities account for 538 acres, or approximately 12 percent, of the Planning Area. The primary land uses within this category consist of public buildings, including but not limited to, City Hall, public libraries, and fire protection facilities; quasi-public facilities such as public utility facilities, water wells, etc.; institutional uses such as public and private schools;

³Reflects adjustment to 2000 Department of Finance unit count to accurately account for the number of mobile homes at 354 rather than 402.

hospitals; and religious institutions and related facilities. In addition, several open space areas including utility rights-of-way and waterways are also considered public facilities.

Parks

The City currently contains 25 acres of parkland in six public parks, which comprise slightly less than one percent of the Planning Area. To supplement the City's park inventory, the City maintains joint-use agreements with local public schools to allow school grounds to be used as public parkland during non-school hours. Additionally, residents have access to the Whittier Narrows and Santa Fe Dam Recreation Areas, located in close proximity to Baldwin Park.

Vacant Land

The Planning Area contains approximately 182 acres of vacant land on scattered lots throughout the City.

Unclassified Land

The Planning Area also includes 58 acres of land that was not coded by the Los Angeles County GIS system. This land includes miscellaneous uses such as easements or land that is not physically developable.

Thresholds Used to Determine Level of Impact

Land use impacts are considered significant if implementation of the Draft 2020 General Plan will result in incompatible land uses or conflicts with applicable land use plans or policies.

Environmental Impact

The Draft 2020 General Plan establishes a framework for long-term development of the City. The Draft 2020 General Plan land use designations identify the types and nature of development, and maximum permitted density/intensity allowed in particular locations depicted on the Land Use Policy Map. Anticipated development under the Draft 2020 General Plan was shown in Figure 1 in Section 1.0 (Project Description) of this EIR. Estimated development potential under the Plan's designations is summarized in Table 5.

Table 5
Development Potential
2020 General Plan Buildout

Land Use Designation	Area in Acres		Average General Plan Density/Intensity (du/ac or FAR)	Estimated Dwelling Units or Square Feet of Development		Net Change in du or sf
	Existing Land Use	General Plan		Existing Land Use	General Plan (d)(e)	
Single Family Residential	1,795	1,795	7.8 du/acre	11,705 du	13,905 du	2,200 du
Garden Multi-Family	206 (b)	175	10.8 du/acre	2,615 du	1,882 du	(733) du
Multi-Family Residential	122	169	18 du/acre	3,104 du	3,038 du	(66) du
Neighborhood Commercial	22	21	0.30 FAR	280,000 sf	275,996 sf	(4,004 sf)
General Commercial	204	221	0.25 FAR	2,200,000 sf	2,402,661 sf	202,661 sf
Mixed Use Commercial	0	48	0.35 FAR	0	726,929 sf	726,929 sf
Residential		12	30 du/acre		358 du	358 du
Commercial-Industrial	0	197	0.30 FAR	0	2,568,646 sf	2,568,646 sf
General Industrial	250	243	0.40 FAR	4,400,000 sf	4,757,013 sf	357,013 sf
Public Facility (a)	538	511 (c)	0.20 FAR	3,000,000 sf	2,519,946 sf	(480,054 sf)
Park	25	28	N/A	N/A	N/A	N/A
Streets and other Rights-of-way	935	929	N/A	N/A	N/A	N/A
Unclassified	58	0				
Vacant	182	0				
Total	4,337	4,337		17,424 du 9,880,000 sf	19,183 du 13,251,191 sf	1,759 du 3,371,191 sf

Abbreviations: du = dwelling unit; ac = acre; sf = square feet; FAR= floor area ratio

Notes:

- (a) For purposes of existing land use, the Public Facilities category includes such uses as schools, churches, hospitals, the fire station, and City Hall. However, the proposed General Plan does not separately call out churches as public facilities, and includes policy to permit churches in all residential and commercial zones. In addition, hospitals have been designated as commercial use. Therefore, the reduction in Public Facilities acreage between Existing Land Use and General Plan is a reflection of reclassification of uses rather than an actual decrease in Public Facilities.
- (b) Includes 28 acres of existing Mobile Home Park use, and 354 existing units.
- (c) A total of 211 acres of Public Facilities are comprised of flood control and other rights-of-way and thus are excluded from these development intensity standards.
- (d) For purposes of estimating a realistic growth potential in the City's residential areas, the General Plan assumes existing residential developments which exceed permitted General Plan densities will not recycle to the lowered density during the time frame of this Plan.
- (e) Number of dwelling units or square feet of development may be slightly less than would be indicated by multiplying General Plan acres by du/acre or FAR because of the rounding factor used for the General Plan acres.

The purpose of the General Plan is to provide for development patterns that are functionally and physically compatible. Because the community is largely built-out, opportunities to implement broad-based land use changes are limited. However, compatibility can be achieved through policies which support the redesignation of some existing uses.

Land use patterns which are inconsistent with more recent planning practices have resulted in nonconforming uses in some areas. For example, scattered residential units are located in areas now planned and zoned for commercial and industrial use, including four mobile home parks (approximately 75 units) located within commercial and industrial areas. Four of these parks have been nonconforming since the early 1980s per existing City ordinances. A site inventory conducted in 1997 identified many of these mobile home units to be in substandard condition. Buildout of the Draft 2020 General Plan will result in the eventual recycling of these nonconforming uses to uses consistent with the General Plan policies as new proposed projects are approved and constructed. The Draft 2020 General Plan specifically provides for increased opportunities for residential growth to offset these losses in nonconforming residential units over time, and accommodates a net increase of approximately 1,759 residential units over the City's (2000) housing stock of 17,424 units.

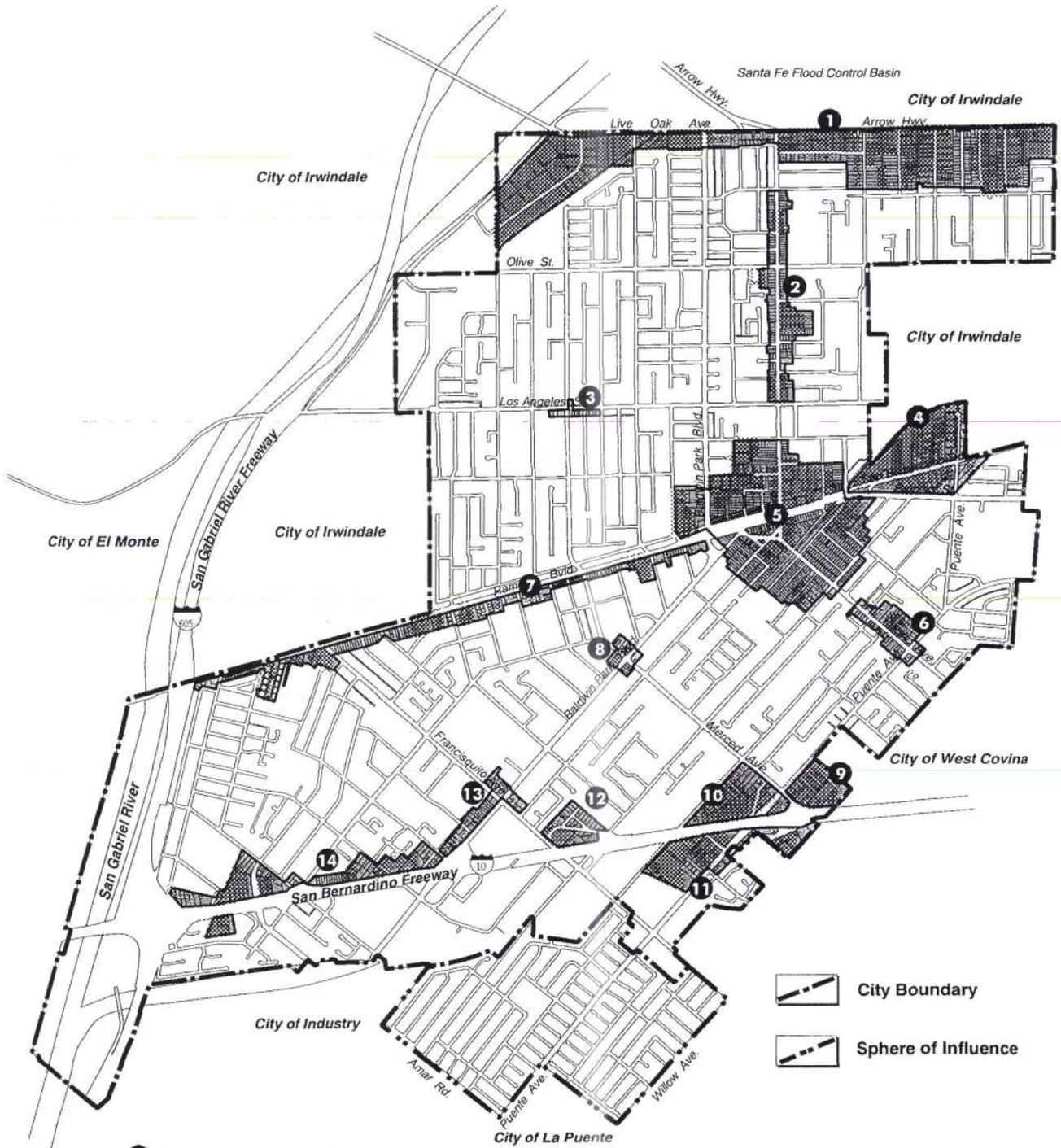
The recycling and reuse of older commercial and industrial buildings and removal of units will result in an increase of approximately 926,000 square feet of new commercial and office uses. Buildout under the Draft 2020 General Plan could result in a total of up to 3.4 million square feet of commercial and office uses, in addition to commercial uses within Commercial-Industrial areas.

An important component of the Draft 2020 General Plan for Baldwin Park is the identification of key opportunity areas for commercial and industrial development. Fifteen such areas have been selected. As shown on Figure 4, these Focus Areas represent locations where long-term change and improvement are desired. The General Plan contains policies that address the compatibility issues specific to each Focus Area. These policies focus on accommodating new development that complements and is compatible with existing land uses. Policies include the gradual elimination of nonconforming uses in the area, improved buffering of commercial uses from adjacent residential neighborhoods, and rezoning properties within the area to achieve compatibility.

Specifically, the Land Use Element contains the following overall policies designed to ensure land use compatibility:

Policy 1.5 Improve existing industry and provide for an expanded industrial base by creating new areas for compatible industrial uses.

Policy 2.1: Develop and implement an amortization program to require legal non-conforming uses to meet General Plan and zoning requirements through time.



Focus Areas

- 1. Northeast Industrial Area
- 2. North Maine Avenue Corridor
- 3. Los Angeles/Merced Commercial Node
- 4. Auction Village Area
- 5. Downtown/Metrolink Area
- 6. Pacific Avenue Area
- 7. West Ramona Corridor
- 8. Baldwin Park/Merced Commercial Node
- 9. Baldwin Park Town Center
- 10. Big Dalton/I-10 Triangle
- 11. Dalewood/Puente/I-10 Area
- 12. Northeast Francisquito/Feather/I-10
- 13. Sierra Center-Adjacent Commercial
- 14. Bess/Garvey/I-10 Freeway Area



City of Baldwin Park

Figure 4
2020 General Plan Focus Areas

2020 General Plan
Final EIR

Policy 2.2 Require that multi-family development provide adequate buffers at the designated boundaries with adjacent single-family residential uses to prevent impacts on residences due to noise, traffic, parking, light and glare, and differences in scale.

Policy 2.3 Require that industrial and commercial development provide adequate buffers at the designated boundaries with adjacent residential uses so as to prevent impacts on residences due to noise, traffic, parking, light and glare, and differences in scale.

Policy 2.7 Establish standards in the Zoning Code to ensure that all functional, noise, and other impacts associated with the development of residential units on an upper floor of any commercial structure be mitigated.

Given that land use and related polices contained in the Land Use Element have been developed to ensure long-term land use compatibility, to provide opportunities for gradual growth, and to secure economic stability by balancing land uses, land use impacts resulting from the Draft 2020 General Plan implementation will not be significant. The long-term effect will be beneficial.

Consistency with Local and Regional Plans

Baldwin Park Zoning Ordinance: The City's Zoning Ordinance is the primary regulatory document used to implement the goals of the General Plan. The Ordinance contains standards for development, such as minimum lot sizes, building setback and maximum height limitations, parking and landscaping requirements, and other standards that are designed to promote compatibility. Once the Draft 2020 General Plan is adopted, the City will update the Zoning Ordinance to be consistent with the General Plan.

Southern California Association of Governments (SCAG) Regional Comprehensive Plan and Guide (RCPG): The Baldwin Park General Plan implements many of the recommendations of SCAG's RCPG. The General Plan provides a balanced land use pattern that accommodates the existing and future community needs and ensures that land use decisions will result from comprehensive planning. Land use changes proposed in the Draft 2020 General Plan will eliminate land use incompatibilities and provide additional community-serving uses.

The Draft 2020 General Plan's consistency with other applicable regional plans are discussed in Sections 2.2 (Population and Housing), 2.4 (Traffic) and 2.6 (Public Utilities and Services) of this EIR.

Mitigation Measures

No mitigation is required since no significant land use impact will result from General Plan implementation.

References

Draft Baldwin Park 2020 General Plan. City of Baldwin Park. July, 2002.

Regional Comprehensive Plan and Guide. Southern California Association of Governments. 1997.

City/County Population and Housing Estimates, January 2000 California Department of Finance, Population Research Unit.

2.2 Population and Housing

This section addresses population and housing issues, including the displacement of existing housing.

Environmental Setting

As of January 2000, the most recent date for which complete housing and population data are available, the State Department of Finance (DOF) reported Baldwin Park as having a population of 77,124 persons, housed in 17,424⁴ dwelling units. The majority of housing units, or 11,705 units, consist of single-family detached homes. The remaining units include attached units, apartments, group quarters, and mobile homes. Some residential units in the City are considered nonconforming because they are located within commercial or industrial areas. This condition of widespread nonconforming land use can largely be attributed to land use patterns established through County regulations prior to the City's incorporation, which did not provide for the same separation of incompatible land uses that the City now encourages. As a result, homes and industrial facilities were built adjacent to one another. In particular, four trailer parks (approximately 75 units) in the City are located in non-residential zones. A site inventory conducted in 1997 identified many of these mobile home units to be in substandard condition. Four of these trailer parks have been nonconforming since the 1980s.

Population

According to the 2000 U.S. Census, Baldwin Park's population in 2000 was 75,837 people, a 9 percent increase over the 1990 Census population report of 69,330.

Housing Inventory

Currently the City's housing stock consists primarily of single-family homes. The lack of available land represents one of the City's major constraints on new housing development. However, opportunities for new housing occur in several areas, as explained below.

⁴ Reflects adjustment to 2000 Department of Finance unit count to accurately account for the number of mobile homes at 354 rather than 402.

Thresholds Used to Determine Level of Impact

Impacts on population and housing are considered significant if implementation of the proposed General Plan would induce substantial population growth, or displace existing housing, especially affordable housing, without providing replacement housing. In addition, the impact would be significant if the proposed Plan were to conflict with any regional housing policy.

Environmental Impact

Population

The future population resulting from General Plan build out is estimated at 84,885 persons, based on the City's current average household size of 4.425 persons. This represents an increase of 9,048 persons above the City's 2000 population of 75,837, or approximately a 12 percent increase.

The Southern California Association of Governments (SCAG) estimates that the population within the San Gabriel Valley subregion will increase by 22 percent, between 1994 and 2020. The City's projected population growth rate of about 1.1 percent per year is consistent with the projected growth in the subregion. This modest growth rate reflects the largely built-out character of Baldwin Park, the limited opportunities for residential development and associated population growth, and the gradual removal of nonconforming residential uses. Long-term impact is considered less than significant.

Housing

Implementation of proposed policies contained in the Draft 2020 General Plan is expected to result in modest housing growth since the City is almost entirely built out. Residential buildout under the proposed Land Use Element would result in a total of 19,183 dwelling units, or an increase of 1,759 units over the City's existing (2000) housing stock of 17,424 units.

New opportunities for housing will occur primarily in areas designated Mixed Use, including the greater Downtown area and along North Maine Avenue; in expanded areas designated Garden Multi-Family along Ramona Boulevard; and on two sites on Dalewood Street and Pacific Avenue where new homes are now under construction. A new Mixed Use category in the Downtown area provides for approximately 358 new dwelling units. There are also 2 major vacant sites, a 2.5-acre site on Dalewood and a 3.2-acre site on Pacific Avenue, and infill lots in single-family areas which represent the potential for subdivision. Also, several areas previously designated for commercial use have been redesignated for residential use.

The increase in residential units on these vacant and underutilized sites will offset the gradual removal of nonconforming housing units in industrial areas, resulting in a net increase in the

City's housing inventory. The outcome of the Draft 2020 General Plan policies over the long term will be positive, but short-term effects may include loss of housing units and displacement of residents, including 122 mobile home units within four mobile home parks.

If the rate of displacement of nonconforming units, including affordable housing units, occurs faster than the rate of replacement, this impact would be considered potentially significant. However, removing people and housing from areas supporting largely industrial or heavy commercial uses is considered a long-term beneficial impact.

The Draft 2020 General Plan contains goals and policies designed to guide development over the life of the General Plan. Implementation of those policies will result in the gradual elimination of residential units within areas designated and zoned for industrial use, creation of more housing in appropriate locations, and accommodation of new development that is compatible with and complements existing land uses. The Draft 2020 General Plan also contains goals and policies aimed at preserving affordable housing in the City.

Land Use Element Policies

- Policy 1.1:** Provide opportunities for housing development at a range of densities and housing types that accommodate the varied interests and needs of present and future residents.
- Policy 2.1:** Develop and implement a long term amortization program to provide for the eventual removal of non-conforming uses from residential, commercial, and industrial districts to allow for the effective implementation of General Plan policy.
- Policy 2.2:** Allow for continuation of residential uses within residential districts which are non-conforming due to density.
- Policy 2.3:** Prohibit future flag lot subdivisions, and strive to achieve single-family infill projects which complement the surrounding neighborhood setting.
- Policy 10.1:** Facilitate the development of quality medium density housing along the south side of Ramona Boulevard, mirroring the quality and character of condominium developments on the north side of Ramona.
- Policy 14.3:** Maintain Multi-family Residential designation for newer condominium complex immediately north of Walnut Creek Wash.
- Policy 18.1:** Encourage transition of existing substandard apartment buildings on Dalewood Avenue to single-family use. Pursue redevelopment in conjunction with adjacent vacant parcels.

Housing Element Policies

- Policy 1.6:** Attempt to preserve low-income housing in the City that is at risk of converting to market rate by monitoring the status of pre-payment eligible projects, and identifying financial and organizational resources available to preserve these units.
- Policy 2.1:** Provide for a range of residential development types in Baldwin Park, including low density single-family homes, small lot single-family subdivisions, medium density townhomes, and higher density apartments and condominiums.
- Policy 2.2:** Establish a Mixed Use General Plan designation for the Downtown and along North Maine Avenue to provide opportunities for both vertical integration of commercial and residential uses, as well as mixed uses side by side, on a lot-by-lot basis. Provide for residential densities of 30 units per acre, and offer density incentives for projects which combine both residential and commercial use.
- Policy 3.1:** Support the development of affordable housing by providing financial and/or regulatory incentives for projects which include low and moderate income units.
- Policy 3.2** Assist residential developers in identifying and consolidating parcels suitable for new housing development.
- Policy 3.3** Encourage developers of for-sale housing to utilize the City's first-time homebuyer assistance program to qualify lower income applicants.
- Policy 3.4** Actively pursue additional sources of funds for affordable housing, including City of Industry housing set-aside monies.
- Policy 5.3:** Require mobile home and trailer park owners proposing park closures to adhere to State relocation requirements.

Related Local and Regional Plans

Southern California Association of Governments (SCAG) Regional Comprehensive Plan and Guide: The Baldwin Park General Plan implements many of the recommendations of SCAG's *Regional Comprehensive Plan and Guide*. The General Plan provides a balanced land use pattern that accommodates the existing and future community needs and ensures that land use decisions will result from comprehensive planning. Land use changes proposed in the Draft 2020 General Plan address land use incompatibilities and provide additional community-serving uses. A more detailed discussion of the jobs/housing balance is included in Section 4.0 (Long-Term Effects) of this EIR.

Mitigation Measures

With implementation of the Draft 2020 General Plan policies listed above, no mitigation measures are required.

References

Draft Baldwin Park 2020 General Plan. City of Baldwin Park. July, 2002.

City/County Population and Housing Estimates, January 2000 California Department of Finance, Population Research Unit.

Regional Comprehensive Plan and Guide. Southern California Association of Governments. 1997.

2001 RTP Growth Forecast, City Projections, Southern California Association of Governments, San Gabriel Valley Subregion, 2001.

Population Report, 2000 U.S. Census.

2.3 Air Quality

This section describes the existing air quality conditions in Baldwin Park and analyzes potential impacts on air quality resulting from long-term implementation of the proposed Draft 2020 General Plan.

Environmental Setting

South Coast Air Basin

Baldwin Park lies within the South Coast Air Basin. Because of the unique geography and meteorology of this basin, ozone levels within the basin are the highest in the U.S., and are expected to continue to exceed National Ambient Air Quality Standards well into the next century in spite of vigorous control measures.

Emissions from mobile and stationary sources in Baldwin Park contribute to ozone formation and high levels of other pollutants in the region. Ozone, the major component of smog, is formed through complex chemical reactions between precursor emissions of volatile organic compounds (VOCs) and nitrogen oxides (NO_x) in the presence of sunlight. VOCs and NO_x are emitted by motor vehicles and industrial sources. Since these chemical reactions are stimulated by temperature and sunlight, peak ozone levels typically occur during warmer periods of the year. While ozone in the upper atmosphere is beneficial for shielding the earth from the sun's harmful ultraviolet radiation, high concentrations of ozone at ground level are a major health and environmental concern. According to the South Coast Air Quality Management District (SCAQMD), peak ozone concentrations have decreased by 47 percent in the South Coast Basin between 1986 and 2001.

The environmental setting for air quality is described in detail in the SCAQMD's CEQA Air Quality Handbook¹. The text below describes air quality conditions in Baldwin Park.

Monitoring Air Quality

The SCAQMD monitors and measures levels of pollutants such as carbon monoxide, ozone, nitrogen dioxide, and particulate matter in the Basin. According to data collected at the SCAQMD East San Gabriel Valley monitoring station in Azusa, in 2000 ozone concentrations exceeded the federal standard in this area on 11 days and the state standard on 32 days. No instances of nitrogen dioxide (NO₂) levels or carbon monoxide (CO) concentrations above the federal or state air quality standards were recorded during 2000 at this monitoring area. Of PM10 (fine suspended particles with a diameter of less than 10 micrometers found in dust) samples taken at the Azusa monitoring station in 2000, 24 out of 57 samples exceeded the state standards, while none exceeded the federal standards.

Table 6 identifies pollutants measured in the South Coast Air Basin, the state and federal standards for each pollutant, the source of the pollutant, and the primary effects caused by each pollutant. Tables 7 and 8 summarize the number of days state and federal standards for carbon monoxide, ozone, and particulates were exceeded during 1997, 1998, 1999 and 2000.

Table 6
Air Pollution Sources, Effects, and Standards

Air Pollutant	State Standard	Federal Primary Standard	Sources	Primary Effects
Ozone (O ₃)	0.09 ppm, 1-hour average	0.08 ppm, 8-hour average	Atmospheric reaction of organic gases with nitrogen oxides in sunlight	Aggravation of respiratory and cardiovascular diseases, irritation of eyes, impairment of cardiopulmonary function, plant leaf injury
Carbon Monoxide (CO)	9.0 ppm, 8-hour average 20 ppm, 1-hour average	9.5 ppm, 8-hour average 35 ppm, 1-hour average	Incomplete combustion of fuels and other carbon-containing substances such as motor vehicle exhaust, natural events, such as decomposition of organic matter	Reduced tolerance for exercise, impairment of mental function, impairment of fetal development, death at high levels of exposure, aggravation of some heart diseases (angina)
Nitrogen Dioxide (NO ₂)	0.25 ppm, 1-hour average	0.0534 ppm, annual avg.	Motor vehicle exhaust, high-temperature stationary combustion, atmospheric reactions	Aggravation of respiratory illness, reduced visibility, reduced plant growth, formation of acid rain
Sulfur Dioxide (SO ₂)	0.25 ppm, 1-hr. avg. 0.04 ppm, 24-hr. avg. with ozone > = 0.10 ppm, 1 hr. avg. or TSP > = 100 µg/m ³ , 24-hr. avg.	0.03 ppm, annual arithmetic mean 0.14 ppm, 24-hour average	Combustion of sulfur-containing fossil fuels, smelting of sulfur-bearing metal ores, industrial processes	Aggravation of respiratory diseases (asthma, emphysema), reduced lung function, irritation of eyes, reduced visibility, plant injury, deterioration of metals, textiles, leather finishes, coatings, etc.
Fine Particulate Matter (PM ₁₀)	30 µg/m ³ , annual geometric mean > 50 µg/m ³ , 24-hr. avg.	PM ₁₀ : 50µg/m ³ , annual arithmetic mean 150 µg/m ³ , 24-hr. avg. PM _{2.5} : 15 µg/m ³ , annual geometric mean 65 µg/m ³ , 24-hr. avg.	Stationary combustion of solid fuels, construction activities, industrial processes, industrial chemical reactions	Reduced lung function, aggravation of the effects of gaseous pollutants, aggravation of respiratory and cardio-respiratory diseases, increased coughing and chest discomfort, soiling, reduced visibility
Lead	1.5 µg/m ³ , 30-day average	1.5 µg/m ³ , calendar quarter	Contaminated soil	Increased body burden, impairment of blood formation and nerve conduction
Visibility Reducing Particles	Reduces visual range to less than 10 miles at relative humidity less than 70%, 8-hour avg (9am - 5pm).			Visibility impairment on days when relative humidity is less than 70 percent

Source: South Coast Air Quality Management District, *CEQA Air Quality Handbook*, 1993, and updated with current federal ozone and PM^{2.5} standard.

Table 7
Number of Days the State Ambient Air Quality Standards Were Exceeded
at the East San Gabriel Valley Monitoring Station

Year	Carbon Monoxide ¹		Ozone ²		Nitrogen Dioxide ³		Fine Particulates ⁴	
	Maximum 8-hour concentration (ppm)	*Days standard exceeded	Maximum 1-hour concentration (ppm)	*Days standard exceeded	Maximum 1-hour concentration (ppm)	*Days standard exceeded	Maximum 24-hour level (µg/m ³) ⁵	No. Of Samples Exceeding Standard
1997	4.3	-	0.16	42	0.16	-	116	24
1998	3.9	-	0.20	43	0.14	-	87	16
1999	3.9	-	0.14	24	0.16	-	103	35
2000	4.9	-	0.17	32	0.15	-	94	24

Source: South Coast Air Quality Management District, *Air Quality Data* 1997-2000.

* Number of days standard was exceeded in calendar year.

¹ State Standard for Carbon Monoxide: 20 ppm 1-Hour; 9.0 ppm 8-Hour

² State Standard for Ozone: 0.09 ppm 1-Hour

³ State Standard for Nitrogen Dioxide: 0.25 ppm 1-Hour

⁴ State Standard for PM10: 50 µg/m³ 24-hour

Table 8
Number of Days the Federal Air Quality Standards Were Exceeded
at the East San Gabriel Valley Monitoring Station

Year	Carbon Monoxide ¹		Ozone ²		Nitrogen Dioxide		Fine Particulates ⁴	
	Maximum 8-hour concentration (ppm)	*Days standard exceeded	Maximum 1-hour concentration (ppm)	*Days standard exceeded	Maximum 1-hour concentration (ppm)	Average compared to Federal Standard	Maximum 24-hour level (µg/m ³) ⁵	No. Of Samples Exceeding Standard
1997	4.3	-	0.16	11	0.16	0	116	0
1998	3.9	-	0.20	19	0.14	0	87	0
1999	3.9	-	0.14	2	0.16	0	103	0
2000	4.9	-	0.17	11	0.15	0	94	0

Source: South Coast Air Quality Management District, *Air Quality Data* 1997-2000.

* Number of days standard was exceeded in calendar year.

¹ Federal Standard for Carbon Monoxide: 9.5 ppm 8-Hour

² Federal Standard for Ozone: 0.08 ppm 8-Hour (before 1997, 0.12 ppm 1-Hour)

³ Federal Standard for Sulfur Dioxide: 0.14 ppm 24-Hour

⁴ Federal Standard for PM10: 150 µg/m³ 24-hour

⁵ Less than 12 full months of data - may not be representative

⁶ 1997: maximum 8-hour ozone level and standard reported

NM: Not measured

Thresholds Used to Determine Level of Impact

Air quality impacts are considered significant if implementation of the Draft 2020 General Plan results in a violation of any ambient air quality standard, substantially contributes to an existing or projected air quality violation, or exposes sensitive receptors to air pollutant concentrations which violate standards. Among the criteria used by the SCAQMD to evaluate the project's air quality impact is the project's potential to emit pollutants exceeding the District's established threshold amounts for individual pollutants. SCAQMD's emission thresholds are shown in Table 9.

Table 9
SCAQMD Thresholds For Significant
Contribution to Regional Air Pollution

Pollutant	Threshold of Significant Effect
	(Long-Term Operational)
Reactive Organic Gases (DOG)	55 lbs/day
Oxides of Nitrogen (NOx)	55 lbs/day
Carbon Monoxide (CO)	550 lbs/day
Fine Particulate Matter (PM10)	150 lbs/day
Sulfur Oxides (SOx)	150 lbs/day

Source: South Coast Air Quality Management District, *CEQA Air Quality Handbook*, 1993.

Environmental Impact

Air quality impacts from future development pursuant to the Draft 2020 General Plan can be divided into two types: short-term impacts and long-term impacts. Short-term impacts are associated with construction activities, and long-term impacts are associated with the operation of developed land uses.

Short-Term Impacts

Short-term construction-related air quality impacts result from construction equipment emissions, dust from grading and earthmoving operations, and emissions from workers' vehicles traveling to and from construction sites.

Construction-related air quality impacts will occur continuously over the time frame of the Draft 2020 General Plan as individual development projects are constructed. Construction activity will primarily generate airborne dust, carbon monoxide, and nitrogen dioxide. In addition, volatile organic compounds (VOC) will be released from architectural coatings, exterior paints, and asphalt. Because the General Plan identifies future land uses and does not contain specific development proposals, construction-related emissions of individual future developments cannot be quantified at this time. However, construction-related emissions are

not expected to result in significant air quality impacts, as the City is already densely developed and has no sizable undeveloped lands to support major development projects. Construction-related impacts will be temporary in nature and can be reduced to a less-than-significant level through compliance with existing City, state, and SCAQMD regulations for reducing construction-related emissions, and through implementation of policies specified in the Air Quality Element.

Long-Term Impacts

Implementation of the Draft 2020 General Plan will result in the development of additional residential and non-residential uses. Buildout of the General Plan will add approximately 1,759 new dwelling units to the City for a total of 19,183 dwelling units, and will increase the amount of square footage devoted to non-residential uses by approximately 3.4 million square feet, for a total of about 13.25 million square feet of non-residential uses. This development will generate additional emissions from stationary sources and vehicular trips. Table 10 reports estimated air pollution emissions associated with existing land uses and General Plan build out, in pounds per day.

As reported in this table, at build out per General Plan policy, total air pollutant emissions are expected to decrease over time, compared to estimated emissions levels. However, this decrease in emissions is due largely to expected improvements in vehicle emissions, cleaner fuels, and other related technologies. However, given that Baldwin Park lies within a non-attainment area and any new development will contribute to a relative increase in emissions from mobile and stationary sources, long-term air quality impacts associated with implementation of the Draft 2020 General Plan are considered adverse and significant.

Table 10
Air Pollution Emissions for
Existing Land Uses and General Plan Buildout
(Pounds per Day)

Pollutant	Existing Land Use	Proposed Land Use	Difference	Percent Change
Reactive Organic Compounds	7,876	5,761	2,115	(27)%
Carbon Monoxide	57,233	35,673	21,559	(38)%
Nitrogen Dioxide	7,059	3,401	3,658	(52)%
Particulate Matter	2,563	2,961	(398)	16%
Sulfur Dioxide	95	92	3	(3)%

Based on the SCAQMD's URBEMIS 7G emissions inventory model.

To improve air quality for future generations of Baldwin Park residents and within the Basin as a whole, and to assist with regional efforts to improve air quality over the long term, the Air Quality Element of the Draft 2020 General Plan contains the following policies:

- Policy 2.1:** Continue to operate the City’s fixed route shuttle system, and evaluate expansion of the route as necessary to serve additional centers of activity in the City.
- Policy 2.2:** Cooperate and participate in regional air quality management planning, programs, and enforcement measures.
- Policy 2.3:** Utilize Transportation Demand Management (TDM) strategies to influence transportation choices related to mode and time of travel.
- Policy 2.5:** Encourage non-motorized transportation through the provision of bicycle and pedestrian pathways.
- Policy 3.1:** Utilize incentives, regulations and/or Transportation Demand Management (TDM) programs in cooperation with other jurisdictions in the South Coast Air Basin to eliminate vehicle trips which would otherwise be made.
- Policy 4.2:** Participate in efforts to achieve increased designation, construction, and operation of High Occupancy Vehicle (HOV) lanes on local freeways.
- Policy 4.3:** Encourage employer rideshare and transit incentives programs by local businesses.
- Policy 4.4:** Encourage businesses to alter truck delivery routes and local delivery schedules during peak hours, or switch to off-peak delivery hours.
- Policy 4.5:** Implement citywide traffic flow improvements outlined in the Circulation Element.
- Policy 4.6:** Adopt and implement the required components of the Congestion Management Plan (CMP), and continue to work with Los Angeles County on annual updates to the CMP.
- Policy 5.1:** Adopt incentives, regulations, and/or procedures to minimize particulate emissions from paved and unpaved roads, parking lots, and staging areas.

While implementation of General Plan policies will reduce the air quality impact to some extent, increased emission generation will result in a significant, unavoidable impact.

Consistency with the Air Quality Management Plan (AQMP)

In 1982, the SCAQMD and the Southern California Association of Governments (SCAG) adopted the Air Quality Management Plan (AQMP) for the South Coast Air Basin. This plan, last updated in 1997, is required by the Federal Clean Air Act. The plan is part of the State Implementation Plan (SIP) submitted to the U.S. Environmental Protection Agency (EPA). A project is considered to be consistent with the AQMP if it is consistent with the regional growth projections, including jobs/housing balance. The SCAQMD issued an amendment to the 1997 AQMP. The 1999 Amendment provides revisions to the ozone portion of the 1997 AQMP that was submitted to the U.S. EPA as a revision to the South Coast Air Basin portion of the 1994 California Ozone SIP. On January 12, 1999, the U.S. EPA proposed partial approval/disapproval of the 1997 Ozone SIP revisions citing concerns with the ozone control strategy provided in the 1997 AQMP. To address these concerns, the AQMD staff has prepared the 1999 Amendment.

The AQMP identifies control measures for which other implementing agencies (i.e., SCAQMD, CALTRANS, SCAG, etc.) assume primary responsibility and local governments, including Baldwin Park, maintain secondary responsibility. The goal of these measures is to achieve a Basin-wide average reduction in reactive organic gases and oxides of nitrogen of at least three percent per year, beginning in 1996 and ending in 2010, to attain the federal ozone standard.

The City of Baldwin Park, as a local government, will be primarily responsible for implementing measures in the AQMP including, but not limited to, the stationary source (fugitive dust) and transportation control measures called for in the Plan. This may be accomplished, in part, through the adoption of the Air Quality Element as part of the City's Draft 2020 General Plan. The Draft 2020 General Plan Air Quality Element sets forth policies to assist with regional efforts to improve air quality over the long term by improving traffic/circulation flow within the City and reducing regional traffic congestion. This Element contains objectives and policies that are consistent with the AQMP.

Mitigation Measures

Baldwin Park will continue to cooperate with the SCAQMD and SCAG to implement the goals of the Air Quality Element and the AQMP. The City will be primarily responsible for implementing the transportation control measures included in the AQMP within its jurisdiction. The AQMP transportation measures focus on reducing the number of trips, improving traffic flow, and utilizing alternative methods of transportation. In addition, all individual development projects in the City will continue to be required to comply with applicable SCAQMD measures to reduce construction-related pollutant emissions.

Level of Significance After Mitigation

Short-term air quality impacts will be reduced to a less-than-significant level through compliance with existing regulations. Policies contained in the Air Quality Element are supported by program guidelines which are also defined in the Element and utilize the control measures specified in the AQMP. However, many of the air quality issues are of a regional nature and cannot be mitigated within the scope of the Draft 2020 General Plan. Given that Baldwin Park lies within a non-attainment area and any new development will contribute to a relative increase in emissions from mobile and stationary sources, long-term air quality impacts associated with implementation of the Draft 2020 General Plan are considered adverse and significant.

References

CEQA Air Quality Handbook. South Coast Air Quality Management District. May, 1993 with November, 1993 update.

Draft Baldwin Park 2020 General Plan. City of Baldwin Park. July, 2002.

2.4 Transportation and Traffic

This section addresses future development pursuant to the Draft 2020 General Plan and whether new development will result in increased vehicle trips or traffic congestion.

Environmental Setting

Baldwin Park is a fully urbanized community with a well-defined street system. Limited opportunities exist to expand road rights-of-way or to provide new streets or street connections.

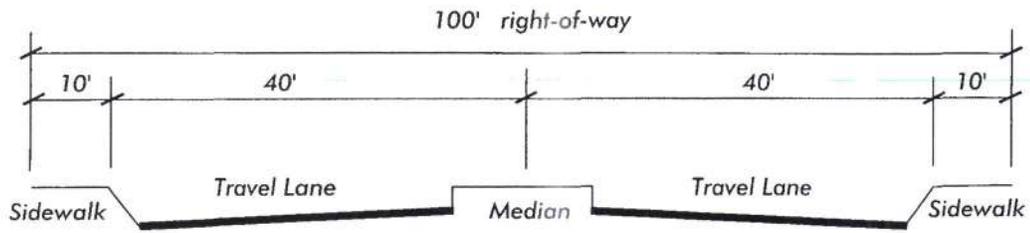
Street/Highway Classifications

Roadways can be defined in terms of their size and function. In Baldwin Park, the public street system consists of the following three roadway classifications, which are illustrated in Figure 5:

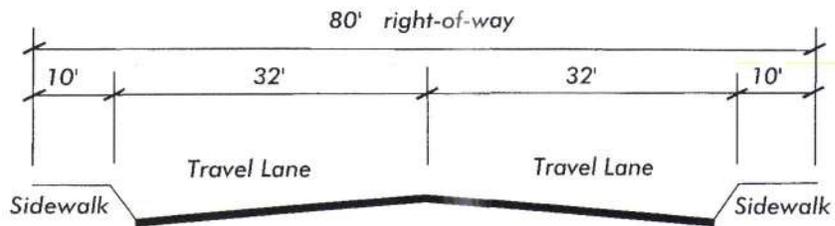
- **Arterial** - This classification calls for a 80-foot curb-to-curb width within a 100-foot right-of-way. This street section typically provides for a four-lane, divided roadway or potentially six reduced-width lanes if parking is prohibited. The estimated daily capacity for four divided lanes is 31,250 vehicles per day (vpd), per Los Angeles County guidelines and Congestion Management Plan (CMP) capacities.
- **Collector/Industrial** - A Collector/Industrial roadway provides a 64-foot curb-to-curb width within an 80-foot right-of-way. These geometrics can provide a four-lane divided street similar to an arterial or a four-lane undivided roadway with a capacity of 27,500 vpd.
- **Residential** - This classification provides a 40-foot curb-to-curb width within a 60-foot right-of-way. A two-lane undivided roadway is the usual design, with on-street parking and a capacity of 16,250 vpd.

The roadway system in Baldwin Park north of Ramona Boulevard is a grid-type system. South of Ramona Boulevard, the streets are at an approximate 45-degree angle. There are only two primary Arterial roadways. Baldwin Park Boulevard runs north-south and Ramona Boulevard runs east-west, with collector/industrial roads serving as an important part of the roadway network. These collector roads include Olive Street, Los Angeles Street, Merced Avenue, Pacific Avenue, Puente Avenue, and Francisquito Avenue. Some local Residential streets also function as collector-type roads, given the street system layout and limited available arterial road.

Arterial Street: 100' right-of-way



Collector / Industrial: 80' right-of-way



Residential: 60' right-of-way

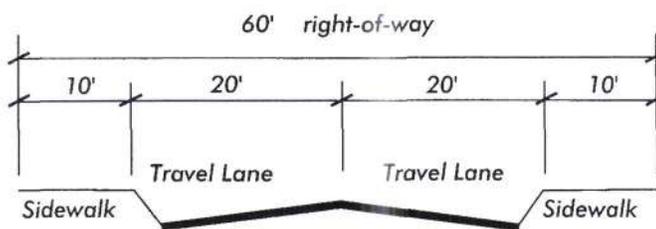


Figure 6 illustrates the existing roadway plan of the arterials and collector/industrial roads, which serve as the principal through travel routes.

The operations of roadways within the City were evaluated using Level of Service (LOS) calculations. LOS is a qualitative description of a road's operation, ranging from LOS A, or free-flow conditions, to LOS F, or oversaturated conditions. The LOS scale is based on the volume-to-capacity (V/C) ratio which is calculated by dividing the road's traffic volume by its estimated carrying capacity. Table 11 describes the criteria for each of the six LOS classifications.

Table 11
Level of Service (LOS)

Level of Service	Description
LOS A	Very short delay due to random arrival during red traffic indication.
LOS B	Short delay of 5.1 to 15.0 seconds per vehicle at signalized intersections.
LOS C	Stable flow, delays of 15.1 to 25.0 seconds per vehicle at signalized intersections, some vehicles may fail to go through the intersection before the green interval expires. The number of vehicles stopping is significant, although many vehicles still pass through the intersection.
LOS D	Approaching unstable flow, average vehicle delay is 25.0 to 60.0 seconds at signalized intersections, traffic progression is unfavorable, many vehicles stop, and the proportion of vehicles not stopping declines, resulting in long cycle lengths.
LOS E	Unstable flow, average vehicle delay is 40.1 to 60.0 seconds at signalized intersections, traffic progression is generally poor, resulting in long cycle lengths and high.
LOS F	Forced flow, jammed intersections, long delays, two-cycle waits, average vehicle delay at signalized intersections exceeds the acceptable 60 seconds per vehicle, cycle failure occurs with arrivals exceeding the capacity of the intersection.

Source: Draft Baldwin Park 2020 General Plan, Circulation Element. City of Baldwin Park, July, 2002.

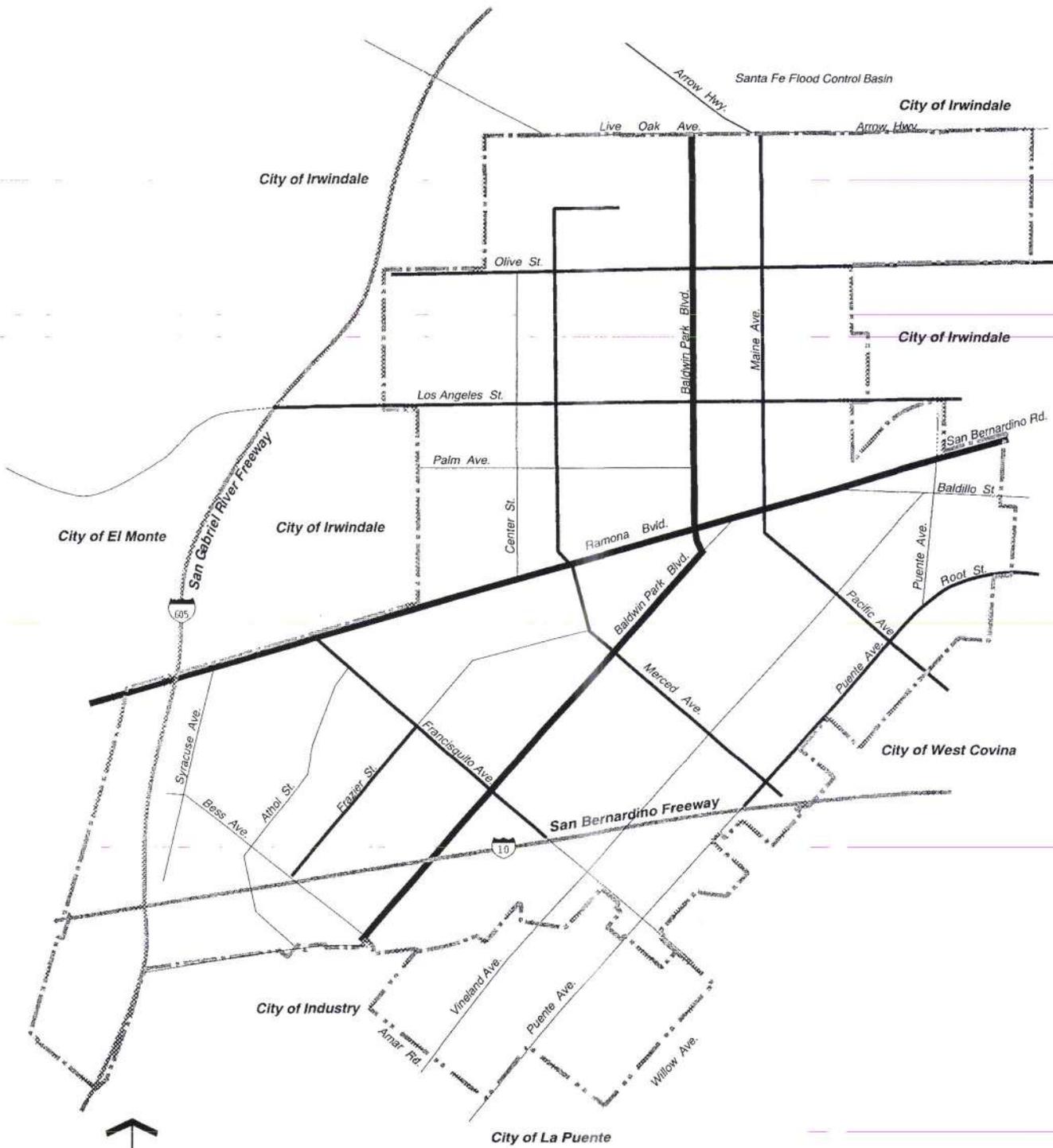


Figure 6
Existing Master Plan
Arterial and Collector Roadways



Local Street System

In 1995, the City conducted daily traffic counts for roads throughout the City. These counts were updated to year 1998 counts utilizing a traffic growth rate based on the Los Angeles County CMP growth factors to reflect current conditions. Existing road volumes are shown in Figure 7 and Table 12. Table 12 shows that three street segments are currently operating over capacity at LOS E or greater. These are:

- Francisquito Avenue - East of Maine Avenue (LOS E)
- Puente Avenue - North of Dalewood Street (LOS E)
- Ramona Boulevard - East of I-605 Freeway (LOS F)

Bicycle Path Classifications

Baldwin Park has access to the countywide bikeway network, which includes on-street signed and striped bike lanes (Class II) and bike routes (Class III). This network is shown in Figure 8.

- **Class II** - Bicycle lanes along the curb lane of a street or highway. The path provides for one-way travel and is generally delineated with special striping and signage.
- **Class III** - Bike routes for shared use with pedestrian or motor vehicle traffic. Signs are posted which indicate that the road also serves as a bike route, although no special striping is provided for cyclists.

Bicycle routes serve as both recreation routes and a viable option for work commutes. Class II bike routes passing through the City include routes on:

- Merced Avenue north of Ramona Boulevard
- Baldwin Park Boulevard north of Ramona Boulevard
- Ramona Boulevard
- Badillo Street

Whittier Narrows Regional Recreation Area is in close proximity to the City. This regional park has an extensive network of recreation bike/pedestrian trails. Major destinations for cyclists and other trail users on this path are the Santa Fe Regional Dam Recreation Area and Azusa Canyon to the north and Long Beach to the south. These routes are popular because they are reserved for pedestrian and bicycle traffic only and have limited interaction with vehicular traffic.

Table 12
Summary of Proposed General Plan Future Roadway
Daily Operating Conditions Utilizing Existing Roadway Capacity

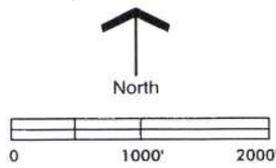
<i>Roadway Segment</i>	<i>Existing Travel Lanes</i>	<i>Existing Estimated Roadway Capacity LOS "E"</i>	<i>Existing (1998) ⁽¹⁾ Average Daily Traffic</i>	<i>Existing V/C / LOS</i>	<i>Year 2020 (Growth) ⁽²⁾ Average Daily Traffic</i>	<i>Year 2020 (Growth) ⁽²⁾ V/C / LOS</i>
<u>ATHOL STREET:</u>						
North of Bess Avenue	2U	16,250	2,400	0.15 / A	3,000	0.18 / A
South of Bess Avenue	2U	16,250	7,400	0.46 / A	9,200	0.57 / A
<u>BADILLO STREET:</u>						
East City Limit	4D-RM	31,250	12,700	0.41 / A	15,800	0.51 / A
East of Vineland Avenue	4D-RM	31,250	12,900	0.41 / A	16,100	0.52 / A
<u>BALDWIN PARK BOULEVARD:</u>						
South of Nubia Street	4D-TW	31,250	7,800	0.25 / A	9,700	0.31 / A
South of Olive Street	4D-TW	31,250	9,900	0.32 / A	12,300	0.39 / A
North of Clark Street	4D-TW	31,250	13,900	0.44 / A	17,300	0.55 / A
South of Sterling Way	4D-RM	31,250	12,100	0.39 / A	15,100	0.48 / A
North of Foster Avenue	4D-RM	31,250	18,300	0.59 / A	22,800	0.73 / C
North of Bess Avenue	4D-RM	31,250	20,800	0.67 / B	25,900	0.83 / D
<u>BESS AVENUE:</u>						
West of Baldwin Park Boulevard	2U	16,250	9,400	0.59 / A	11,700	0.72 / C
West of Athol Street	2U	16,250	4,100	0.25 / A	5,100	0.31 / A
West of Syracuse Avenue	2U	16,250	2,800	0.17 / A	3,500	0.22 / A
<u>BIG DALTON AVENUE:</u>						
South of Central Avenue	2U	16,250	840	0.05 / A	1,000	0.06 / A
North of Merced Avenue	2U	16,250	2,500	0.15 / A	3,100	0.19 / A
<u>BLEECKER AVENUE:</u>						
North of Olive Street	2U	16,250	2,500	0.15 / A	3,100	0.19 / A
<u>BOGART AVENUE:</u>						
North of Ramona Boulevard	2U	16,250	2,700	0.17 / A	3,400	0.21 / A
<u>BRESSE AVENUE:</u>						
South of Olive Street	2U	16,250	1,400	0.09 / A	1,700	0.10 / A
North of Palm Avenue	2U	16,250	550	0.03 / A	700	0.04 / A
<u>BROOKS DRIVE:</u>						
East of Rivergrade Road	2U	16,250	2,300	0.14 / A	2,900	0.18 / A
<u>CAVETTE PLACE:</u>						
East of Maine Avenue	2U	16,250	1,000	0.06 / A	1,200	0.07 / A
<u>CENTER STREET:</u>						
South of Olive Street	2U	16,250	3,400	0.21 / A	4,200	0.26 / A
South of Los Angeles Street	2U	16,250	4,600	0.28 / A	5,700	0.35 / A
South of Palm Avenue	2U	16,250	1,300	0.08 / A	1,600	0.10 / A
<u>CLARK STREET:</u>						
West of Maine Avenue	2U	16,250	5,900	0.36 / A	7,300	0.45 / A

<i>Roadway Segment</i>	<i>Existing Travel Lanes</i>	<i>Existing Estimated Roadway Capacity LOS "E"</i>	<i>Existing (1998) ⁽¹⁾ Average Daily Traffic</i>	<i>Existing V/C / LOS</i>	<i>Year 2020 (Growth) ⁽²⁾ Average Daily Traffic</i>	<i>Year 2020 (Growth) ⁽²⁾ V/C / LOS</i>
<u>COMMERCE DRIVE:</u> South of Live Oak Avenue	2D-TW	20,000	3,600	0.18 / A	4,500	0.23 / A
<u>DALEWOOD STREET:</u> North of Judith Street	2U	16,250	12,700	0.78 / C	15,800	0.97 / E
<u>FRANCISQUITO AVENUE:</u> East of Big Dalton Avenue	4D-TW	31,250	23,200	0.74 / C	28,900	0.92 / E
East of Maine Avenue	4D-TW	31,250	28,300	0.91 / E	35,200	1.13 / F
East of Athol Street	4U	27,500	10,200	0.37 / A	12,700	0.46 / A
<u>FRAZIER STREET:</u> South of Foster Avenue	4U	27,500	5,100	0.19 / A	6,300	0.23 / A
South of Waco Street	4U	27,500	5,600	0.20 / A	7,000	0.25 / A
North of Bess Avenue	4U	27,500	8,100	0.29 / A	10,100	0.37 / A
<u>FOSTER AVENUE:</u> West of Baldwin Park Boulevard	2U	16,250	2,600	0.16 / A	3,200	0.20 / A
<u>GARVEY AVENUE:</u> North of Merced Avenue	2D-TW	20,000	6,900	0.35 / A	8,600	0.43 / A
<u>LA RICA AVENUE:</u> North of Olive Street	2U	16,250	1,500	0.09 / A	1,900	0.12 / A
South of Palm Avenue	2U	16,250	4,300	0.26 / A	5,400	0.33 / A
<u>LIVE OAK AVENUE:</u> East of Stewart Avenue	4D-RM	31,250	22,800	0.73 / C	28,400	0.91 / E
West of Rivergrade Road	4D-RM	31,250	17,700	0.57 / A	22,000	0.70 / B
<u>LOS ANGELES STREET:</u> East of Stewart Avenue	4U	27,500	14,100	0.51 / A	17,600	0.64 / B
West of Center Street	4U	27,500	18,300	0.67 / B	22,800	0.83 / D
<u>MAINE AVENUE:</u> South of Nubia Street	4D-TW	31,250	8,400	0.27 / A	10,500	0.34 / A
South of Clark Street	2D-RM	20,000	16,200	0.81 / D	20,200	1.01 / F
South of Pacific Avenue	2U	16,250	3,800	0.23 / A	4,700	0.29 / A
North of Merced Avenue	2U	16,250	3,300	0.20 / A	4,100	0.25 / A
South of Foster Avenue	2U	16,250	2,700	0.17 / A	3,400	0.21 / A
<u>MANGUM STREET:</u> North of Bess Avenue	2U	16,250	1,100	0.07 / A	1,400	0.09 / A
<u>MERCED AVENUE:</u> North of Olive Street	4U	27,500	1,000	0.04 / A	1,200	0.04 / A
North of Los Angeles Street	4U	27,500	5,300	0.19 / A	6,600	0.24 / A
North of Palm Avenue	4U	27,500	7,600	0.28 / A	9,500	0.35 / A
North of Ramona Boulevard	4U	27,500	9,700	0.35 / A	12,100	0.44 / A
West of Vineland Avenue	4U	27,500	12,100	0.44 / A	15,100	0.55 / A
<u>NUBIA STREET:</u> East of Elton Street	2U	16,250	2,500	0.15 / A	3,100	0.19 / A
East of Bleecker Avenue	2U	16,250	2,100	0.13 / A	2,600	0.16 / A
West of Maine Avenue	2U	16,250	1,000	0.06 / A	1,200	0.07 / A

<i>Roadway Segment</i>	<i>Existing Travel Lanes</i>	<i>Existing Estimated Roadway Capacity LOS "E"</i>	<i>Existing (1998) ⁽¹⁾ Average Daily Traffic</i>	<i>Existing VIC / LOS</i>	<i>Year 2020 (Growth) ⁽²⁾ Average Daily Traffic</i>	<i>Year 2020 (Growth) ⁽²⁾ VIC / LOS</i>
<i>OLIVE STREET:</i>						
East of Elton Street	2D-TW	20,000	5,800	0.29 / A	7,200	0.36 / A
East of Bleecker Avenue	2D-TW	20,000	7,300	0.37 / A	9,100	0.56 / A
West of Stewart Avenue	4U	27,500	4,600	0.17 / A	5,700	0.21 / A
<i>PACIFIC AVENUE:</i>						
East of Puente Avenue	4U	27,500	14,500	0.53 / A	18,000	0.65 / B
East of Vineland Avenue	4U	27,500	19,400	0.71 / C	24,100	0.88 / D
<i>PALM AVENUE:</i>						
West of Walnut Street	2U	16,250	1,900	0.12 / A	2,400	0.15 / A
<i>PUENTE AVENUE:</i>						
South of Ramona Boulevard	2U	16,250	4,200	0.26 / A	5,200	0.32 / A
South of Pacific Avenue	4U	27,500	14,000	0.51 / A	17,400	0.63 / B
South of Merced Avenue	4U	27,500	17,700	0.65 / B	22,000	0.80 / C
North of Dalewood Street	4U	27,500	26,100	0.95 / E	32,500	1.18 / F
<i>RAMONA BOULEVARD:</i>						
East of Puente Avenue	4U	27,500	13,900	0.51 / A	17,300	0.63 / B
West of Puente Avenue	4U	27,500	8,200	0.30 / A	10,200	0.37 / A
East of Maine Avenue	4D-RM	31,250	24,000	0.77 / C	29,900	0.96 / E
West of Merced Avenue	4D-RM	31,250	26,000	0.83 / D	32,400	1.04 / F
East of Syracuse Avenue	4D-RM	31,250	27,000	0.86 / D	33,600	1.08 / F
East of I-605 Freeway	4D-RM	31,250	42,100	1.35 / F	52,400	1.68 / F
<i>RIVERGRADE ROAD:</i>						
South of Live Oak Avenue	4D-TW	31,250	6,400	0.20 / A	8,000	0.26 / A
North of Brooks Drive	4D-TW	31,250	8,300	0.27 / A	10,300	0.33 / A
<i>ROOT STREET:</i>						
East of Puente Avenue	4U	27,500	5,400	0.20 / A	6,700	0.24 / A
<i>STERLING WAY:</i>						
East of Baldwin Park Boulevard	2U	16,250	3,600	0.22 / A	4,500	0.28 / A
<i>STEWART AVENUE:</i>						
South of Live Oak Avenue	2U	16,250	6,100	0.38 / A	7,600	0.47 / A
North of Los Angeles Street	2U	16,250	3,300	0.20 / A	4,100	0.25 / A
North of Palm Avenue	2U	16,250	2,100	0.13 / A	2,600	0.16 / A
<i>SYRACUSE AVENUE:</i>						
North of Bess Avenue	2U	16,250	4,200	0.26 / A	5,200	0.32 / A
<i>VINELAND AVENUE:</i>						
South of Pacific Avenue	2U	16,250	6,100	0.38 / A	7,600	0.47 / A
North of Merced Avenue	2U	16,250	3,600	0.22 / A	4,500	0.28 / A
South of Merced Avenue	2U	16,250	5,400	0.33 / A	6,700	0.41 / A
North of Garvey Avenue	2U	16,250	5,700	0.35 / A	7,100	0.44 / A
<i>WALNUT STREET:</i>						
South of Olive Street	2U	16,250	720	0.04 / A	900	0.06 / A
South of Palm Avenue	2U	16,250	740	0.05 / A	900	0.06 / A

- (1) 1995 daily volumes, obtained from the City, along with a growth rate of 1.2 percent were used to obtain existing 1998 daily volumes. $(1+0.012)^3$
- (2) A one (1) percent per year growth rate was utilized in this study to obtain the ambient growth in the City of Baldwin Park under buildout conditions (Year 2020). $(1+0.01)^{22}$

NOTE: ICU/LOS = Intersection Capacity Utilization / Level of Service ♦ RM = Raised Median ♦
TW = Two-Way Left Turn Lane



-  City Boundary
-  Sphere of Influence
- Bike Lane Classification**
-  Class II Lane
-  Class III Lane



Figure 8
Bikeway Network

Public Transit

Public transit in Baldwin Park includes bus, dial-a-ride, train and taxi service. Baldwin Park Transit is a fixed-route bus service operated by the City which travels to major activity centers within the City. Baldwin Park uses state transportation funds to support a paratransit system that provides dial-a-ride service at \$0.50 per one-way trip for disabled residents, seniors, students, local school functions, and community activities. Service is available to destinations within a 15-mile radius of the City.

Baldwin Park is also served by five Foothill Transit bus lines (178, 179, 272, 274 and 488). Routes 178, 179, 272 and 488 operate seven days of the week, although the Monday through Friday schedule is different from the Saturday, Sunday and holiday operations. Route 274 operates Monday through Friday. All buses are equipped with wheelchair lifts as well as bicycle racks to accommodate the special needs of bus patrons.

Routes 178 and 179 provide connections to the El Monte bus station to the west and the California State Polytechnic University of Pomona (Cal Poly Pomona) / Industry Metrolink area to the southeast. Route 272 essentially has a north-south orientation, traveling along Baldwin Park Boulevard with destinations which include the City of Hope Hospital to the north and The Plaza at West Covina to the south. Route 488 provides access to downtown Los Angeles and Glendora to the northeast.

Route 274 provides service between the cities of Whittier and Glendora but does not directly serve Baldwin Park. On Monday through Friday, however, this line does include a stop at the Baldwin Park Metrolink train station which allows the City access to this line. In addition, line 490 of the Los Angeles County Metropolitan Transit Authority (MTA) stops at the Metrolink station in Baldwin Park, and the West Covina Shuttle also provides access to this station. Most local bus routes provide a connection to other major bus lines and to major destinations, including the El Monte Station/San Bernardino Freeway Busway, a regional transportation hub located at the I-10 Freeway.

The Metrolink San Bernardino line provides daily weekday service between San Bernardino and Los Angeles Union Station with passenger access at the Baldwin Park Metrolink Station. The largest number of trains are provided during the morning and evening commuter peak periods, with most carrying passengers toward Los Angeles in the morning and towards San Bernardino during the evening commute. The San Bernardino line also provides connections to the Ventura County line and Burbank Airport/Glendale areas.

Park and Ride

Caltrans provides Park-and-Ride lots near freeways and other major transportation routes where demand for public service is highest. Most Park-and-Ride lots are free and operate on a first-come, first-served basis. These lots provide individuals the opportunity to transfer to carpools, company vanpools, and public transportation.

Parking

Provision of adequate off-street parking is important to minimize access and circulation conflicts and to create better aesthetic conditions. In the City's older industrial areas, and in Auction Village in particular, off-street parking facilities are inadequate to meet employee needs, and employees, clients, and delivery vehicles are forced to park on the street. On narrow streets, truck movement becomes difficult as drivers maneuver around cars parked along the street, and the through-traffic flow can be interrupted.

Traffic Safety

In general, the street system in Baldwin Park provides an environment that is free of adverse or dangerous traffic conditions. However, a few areas require attention to address the following issues:

- Nonresidential traffic uses local streets and travels at unsafe speeds to avoid congestion along major arterials during peak travel periods.
- The current freeway ramp configurations result in difficult traffic operations at some locations. Additional concerns may result as land use changes occur.
- Along Maine Avenue, the combination of difficult access to development and on-street volumes has generated considerable congestion near Downtown.
- Many local streets are operating at capacity levels which are greater than the level for which they were designed.
- The absence of sidewalks along portions of some roadways throughout the City leading to schools, parks, and other public facilities creates potential conflicts between pedestrians and vehicles.

Congestion Management Plan (CMP)

The Los Angeles County Metropolitan Transportation Authority (MTA) is the agency responsible for planning and operating regional transit facilities and services in Los Angeles County. The MTA prepares the Los Angeles County CMP mandated by state law. The Los Angeles County CMP identifies the transportation network, establishes services levels for

network routes, and identifies strategies to reduce congestion. Individual cities within Los Angeles County are responsible for implementing the CMP.

To implement the CMP, Baldwin Park would: 1) conform to the established LOS; 2) adopt and implement a trip reduction and travel demand ordinance; 3) implement a program to analyze the impacts of land use decisions on the regional transportation system; 4) prepare annual deficiency plans for the parts of the CMP system that fail to meet the established service level of standards; and 5) if desired, adopt its own sub-County traffic model. While there are no CMP arterials or intersections which pass through Baldwin Park, the following freeways are subject to the CMP requirements:

- San Gabriel River Freeway (I-605)
- San Bernardino Freeway (I-10)

Thresholds Used to Determine Level of Impact

Guidelines established by the Los Angeles County MTA in the CMP indicate that a project will have a significant environmental impact if the project will:

- Cause a roadway already operating at LOS E or better to operate at LOS F, or
- Cause a substantial increase in traffic on a roadway already projected to operate at LOS F, where a substantial increase is defined as a 0.02 increase in V/C.

Environmental Impact

As discussed in the Project Description section of this EIR, Baldwin Park is largely built out, with few vacant parcels available for development. Thus, growth anticipated to occur over the 20-year time frame of the Draft 2020 General Plan will result largely from redevelopment initiatives and the recycling of uses consistent with the General Plan land use policy map.

Impacts to traffic and circulation resulting from implementation of the proposed Land Use Plan were assessed by examining the changes in LOS from existing conditions to future conditions that would result with buildout of the Draft 2020 General Plan, as well as added traffic from surrounding cities and the region.

Impacts Due to Regional Growth

Baldwin Park is located in the San Gabriel Valley where regional growth has been substantial since the 1950s. Consistent with the CMP program guidelines, an ambient growth rate of one percent per year was applied to the existing daily traffic volume to project baseline conditions for the year 2020. This level was determined to be the appropriate level of evaluation for a large-scale planning program like the Baldwin Park 2020 General Plan. More detailed analyses of intersections at AM/PM peak hours are appropriate for specific development

projects. This one percent rate is also anticipated to reflect the proposed traffic growth associated with the land use changes proposed in the Draft 2020 General Plan. The growth rate includes growth within the City of Baldwin Park and added traffic traveling through the City from sources outside the City's boundaries.

Table 12, shown previously, shows the LOS for road segments in the year 2020, accounting for ambient growth. A total of 5 road segments are anticipated to deteriorate from LOS E or better to LOS F:

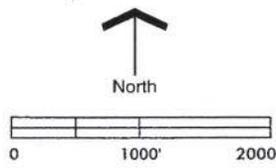
- Francisquito Avenue - East of Maine Avenue
- Maine Avenue - South of Clark Street
- Puente Avenue - North of Dalewood Street
- Ramona Boulevard - West of Merced Avenue
- Ramona Boulevard - East of Syracuse Avenue

Ramona Boulevard, east of I-605 Freeway, currently operates at LOS F and traffic congestion on this segment will increase by 0.33 V/C.

The expected rate of traffic growth between existing 1998 conditions and year 2020 conditions is 24.5 percent. About 60 percent of the increase within Baldwin Park is expected to be generated by new development within the City, and 40 percent will result from other sources (i.e. through traffic, growth outside the City).

To ensure acceptable traffic operation conditions over the long term within the Planning Area, the Circulation Element contains the following policies:

- Policy 1.1:** Provide for the local circulation system illustrated in Figure 9 (General Plan Figure C-3).
- Policy 1.2:** Require significant new land use developments to prepare traffic studies using intersection analyses to detail potential traffic impacts.
- Policy 1.3:** Maintain as a goal, to provide service levels at intersections along arterial highways at LOS D or better during morning and evening peak travel periods as an alternative to street segment widenings.
- Policy 1.4:** Adopt five-year Capital Improvement Programs that identify street and related improvements required to ensure smooth traffic flow.
- Policy 1.5:** Continue to automate traffic signals and to develop an integrated traffic signal control system.
- Policy 1.6:** Prepare a Citywide right-of-way map.



-  City Boundary
-  Sphere of Influence
-  Arterial
-  Collector/Industrial
-  Special Study Area



Figure 9
Plan of Roadways

- Policy 1.7:** Monitor growth within the City and its impacts on City street system, and make improvements as needed consistent with five-year capital improvements plans.

Regional Transportation

- Policy 2.1:** Work with Caltrans to improve the I-10 Freeway and the associated interchanges.
- Policy 2.2:** Support Caltrans' efforts to improve traffic flow on the freeway system which could translate to reduced impacts on the arterial roadway system.
- Policy 2.3:** Support efforts of the MTA and SCAQMD to increase use of mass transit and other alternatives to the private automobile as a way to reduce traffic loads on the I-605 and I-10 Freeways.

Public Transportation

- Policy 3.1:** Work with the Los Angeles County Metropolitan Transportation Authority to establish bus stops at appropriate locations throughout the City to adequately serve retail, employment, rail and other public gathering areas.
- Policy 3.2:** Provide lighted, sheltered bus stops to encourage transit use.
- Policy 3.3:** Continue to support the City Transit system which serves to provide a viable alternative to the automobile and reduce traffic trips.

Alternative Modes of Transportation

- Policy 4.1:** Provide for a citywide bicycle path system consistent with Figure 8 assuming that it can be implemented in a safe and efficient manner.
- Policy 4.2:** Continue support of sidewalk improvement funding to improve the viability of pedestrian circulation.
- Policy 4.3:** Consider measures which would serve to improve utilization of the Metrolink system for both commuter transportation and general access to the Baldwin Park area.

Parking

- Policy 5.1:** Ensure that parking regulations for industrial businesses are adequate to meet parking demands.

Policy 5.2: Consider revising the zoning regulations to require new developments to incorporate a limited number of parking spaces capable of accommodating electric vehicle recharge stations.

Traffic Safety

Policy 6.1: Consider traffic operational factors as a part of development studies to ensure that safe and efficient transportation can be provided.

Policy 6.2: Investigate on an as-needed basis the appropriateness of installing traffic calming features to discourage through traffic in problem areas.

Policy 6.3: Provide safe, attractive bus stop shelters.

Policy 6.4: Institute a program and time schedule to provide sidewalks in residential neighborhoods where sidewalks are needed.

In addition to these general policies, the Circulation Element describes programs and improvements specific to some particular study areas. These focus areas represent areas of particular concern that are addressed by specific policies:

Focus Area 4: Auction Village Area

Policy 7.1: Pursue development of a Specific Plan for the area to develop comprehensive street and infrastructure improvements necessary to support industry.

Policy 7.2: Require adequate on-site parking and circulation of development so that roadways serving these projects can better serve traffic demands. Site review requirements should discourage on-street parking.

Focus Area 5: Downtown/Metrolink Area

Ramona Boulevard in its current form has been identified as a barrier to achieving the cohesive, pedestrian-oriented Downtown. The following circulation policies are recommended to support the land use policies through Downtown and to allow for pedestrian linkages across Ramona Boulevard.

- Policy 8.1:** Utilize signal timing progression on Ramona Boulevard to encourage reduced speeds. The green light “bandwidth” could serve to provide manageable speeds of the through vehicles.
- Policy 8.2:** Extended sidewalk areas could be provided at the intersections to allow for shorter pedestrian crossing (of Ramona Boulevard) distances.
- Policy 8.3:** Consider alternative uses for the frontage streets/parking along Ramona Boulevard. These could include angle-parking access from Ramona Boulevard with special back-up areas outside the through travel lanes. Added landscaping could also be considered as a means to make Ramona Boulevard appear narrower.
- Policy 8.4:** Add a signalized location at the shopping center access at Ramona Boulevard. This could serve to provide an added controlled pedestrian crossing of Ramona Boulevard, as well as improve the shopping center access.

Maine Avenue is currently designated as a pedestrian-oriented street south of Los Angeles Street. However, the amount of traffic associated with adjacent land uses conflicts with this pedestrian-oriented designation. An example is the existing shopping center which takes primary access off this two-lane roadway. In order to develop Maine Avenue into a successful pedestrian street, the following traffic measures should be considered to reduce travel on Maine:

- Policy 8.5:** Improve alternative through traffic routes to make these alternatives more attractive to existing Maine Avenue traffic.
- Policy 8.6:** Provide alternative viable access options for the land uses located along Maine Avenue (north of Ramona Boulevard). The reorientation of access along Maine would reduce congestion in this area.
- Policy 8.7:** Work with the Post Office to improve traffic operations, as this is a significant traffic generator with specialized traffic patterns. This could include measures directly related to traffic/parking issues, as well as factors such as placement of added remote mail boxes to reduce the need to access the site.

The City's goal is to maintain acceptable traffic operating conditions through ongoing monitoring efforts and completion of improvements based upon monitoring results. However, long-term impacts will be significant and unavoidable due to the number of intersections currently operating at LOS E or better that will deteriorate to LOS F with implementation of the 2020 General Plan.

Mitigation Measures

The Circulation Element policies have been developed to provide a safe, efficient, and adequate circulation system throughout the City over the long term, and to reduce regional traffic congestion. Over the long term, the City of Baldwin Park will monitor growth within the City and its impacts on City street segments.

Level of Significance After Mitigation

Many of the issues associated with ambient growth and traffic can be monitored by the City and mitigated on a project by project basis. However, any increase in traffic on the freeways is a regional issue that requires the coordinated efforts of other local jurisdictions in addition to Baldwin Park. Though the City seeks to alleviate traffic congestion through policies which incorporate transportation demand measures, mass transit programs, and roadway improvement programs, it is anticipated that there will be 5 intersections currently functioning at LOS E or better that will deteriorate at LOS F. Also, the traffic at one intersection currently operating at LOS F will increase by 0.33 V/C. As such, implementation of the 2020 General Plan is expected to result in a significant, unavoidable impact related to traffic congestion.

References

WPA Traffic Engineering. *Baldwin Park 2020 General Plan Update Circulation Element*. December, 1998.

2.5 Noise

This section addresses whether the Draft 2020 General Plan would result in an increase in existing noise levels due to increases in roadway traffic volumes. All other noise issues were determined in the Initial Study to have a “less than significant impact” or “no impact.”

Environmental Setting

Baldwin Park is subject to typical urban noises such as noise generated by traffic, heavy machinery, and day-to-day outdoor activities. The City of Baldwin Park has several transportation-related noise sources, including railroad operations, major arterials and collector roadways. Noise sources that are not directly related to transportation include noise from commercial and industrial centers, construction noise, and property maintenance activities.

Noise Standards

Noise is most often defined as unwanted sound. Although sound can be easily measured, the perceptibility is subjective and the physical response to sound complicates the analysis of its impact of people. People judge the relative magnitude of sound sensation in subjective terms such as “noisiness” or “loudness.” Sound pressure magnitude is measured and quantified using a logarithmic ratio of pressures, the scale of which gives the level of sound in decibels (dB). The human hearing system is not equally sensitive to sound at all frequencies. Therefore, to approximate this human, frequency-dependent response, the A-weighting filter system is used to adjust measured sound levels and is expressed as dBA.

Noise consists of pitch, loudness, and duration, therefore, it is difficult to describe noise with a single unit of measure. Federal and state agencies have established noise and land use compatibility guidelines that use averaging approaches to noise measurement. Two measurement scales commonly used in California are the Community Noise Equivalent Level (CNEL) and the day-night level (L_{dn}). In order to account for increased human sensitivity at night, the CNEL level includes a five dB penalty on noise during the 7:00 p.m. to 10:00 p.m. time period and a ten dB penalty on noise during the 10:00 p.m. to 7:00 a.m. time period. The L_{dn} level includes only the ten dB weighting for late-night noise. These values are nearly identical for all but unusual noise sources.

In 1974, the California Commission on Housing and Community Development adopted noise insulation standards for residential buildings (Title 24, Part 2, California Code of Regulations). Title 24 establishes standards for interior room noise attributable to outside noise sources. Title 24 also specifies that acoustical studies be prepared whenever a residential building or structure is proposed to be located within exterior CNEL or L_{dn} contours of 60 dB or greater attributable to an existing or adopted freeway, expressway, parkway, major street, thoroughfare, rail line, rapid transit line, or industrial noise source. The acoustical analysis

must show that the building has been designed to limit intruding noise to an interior CNEL or L_{dn} of 45 dB. Table 13 outlines the interior and exterior noise standards set forth by Title 24 of the California Code of Regulations.

Table 13
Interior and Exterior Noise Standards

Land Use	Noise Standards ¹	
	Interior ^{2,3}	Exterior
Residential - Single family, multifamily, duplex, mobile home	CNEL 45 dB	CNEL 65 dB ⁴
Residential - Transient lodging, hotels, motels, nursing homes, hospitals	CNEL 45 dB	CNEL 65 dB ⁴
Private offices, church sanctuaries, libraries, board rooms, conference rooms, theaters, auditoriums, concert halls, meeting halls, etc.	Leq(12) 45 dB(A)	-
Schools	Leq(12) 45 dB(A)	Leq(12) 67 dB(A) ⁵
General offices, reception, clerical, etc.	Leq(12) 50 dB(A)	-
Bank, lobby, retail store, restaurant, typing pool, etc.	Leq(12) 55 dB(A)	-
Manufacturing, kitchen, warehousing, etc.	Leq(12) 65 dB(A)	-
Parks, playgrounds	-	CNEL 65 dB ⁵
Golf courses, outdoor spectator sports, amusement parks	-	CNEL 70 dB ⁵

NOTES:

1. CNEL: Community Noise Equivalent Level.
Leq(12): The A-weighted equivalent sound level averaged over a 12-hour period (usually the hours of operations).
2. Indoor standard with windows closed. Mechanical ventilation shall be provided per UBC requirements to provide a habitable environment.
3. Indoor environment excluding bathrooms, toilets, closets and corridors.
4. Outdoor environment limited to rear yard of single family homes, multifamily patios and balconies (with a depth of 6' or more) and common recreation areas.
5. Outdoor environment limited to playground areas, picnic areas, and other areas of frequent human use.

Source: Title 24, California Code of Regulations

Sensitive Land Uses

Noise is particularly problematic when noise-sensitive land uses are affected. Noise-sensitive land uses are defined as uses supporting activities that are interrupted by noise such as residences, schools, hospitals, religious facilities, and recreation areas. The 65 dB level represents the maximum exterior noise that is acceptable for residential uses. Table 14 provides a land use compatibility matrix based on noise generation and noise sensitivity.

Table 14
Noise/Land Use Compatibility Matrix

Land Use Categories	Community Noise Equivalent Level CNEL						
	55	60	65	70	75	80	85
Residential - Single Family, Multi-family, duplex	A	A	B	B	C		
Residential - Mobile homes	A	A	B	C	C		
Transient Lodging - Motels, Hotels	A	A	B	B	C	C	
Schools, Libraries, Churches, Hospitals, Nursing Homes	A	A	B	C	C		
Auditoriums, Concert Halls, Amphitheater, Meeting Halls	B	B	C	C			
Sports Arenas, Outdoor Spectator Sport, Amusement Parks	A	A	A	B	B		
Playgrounds, Neighborhood Parks	A	A	A	B	C		
Golf Courses, Riding Stables, Cemeteries	A	A	A	A	B	C	C
Office and Professional Buildings	A	A	A	B	B	C	
Commercial Retail, Banks, Restaurants, Theaters	A	A	A	A	B	B	C
Industrial, Manufacturing, Utilities, Wholesale, Service Stations	A	A	A	A	B	B	B
Agriculture	A	A	A	A	A	A	A

Zone A - Clearly Compatible - Specified land use is satisfactory, based upon the assumption that any buildings involved are of normal conventional construction without any special noise insulation requirements.

Zone B - Conditionally Acceptable - New construction or development should be undertaken only after detailed analysis of the noise reduction requirement is made and needed noise insulation features in the design are determined. Conventional construction, with closed windows and fresh air supply systems or air conditioning, will normally suffice.

Zone C - Normally Incompatible - New construction or development should generally be discouraged. If new construction or development does proceed, a detailed analysis of noise reduction requirements must be made and needed noise insulation features included in the design.

Shaded areas indicated new construction or development should generally not be undertaken.

Source: Draft Baldwin Park 2020 General Plan Noise Element, City of Baldwin Park, January 1999.

Primary Sources of Noise

Freeways: The San Bernardino Freeway (I-10) runs in an east-west direction in the south part of the City and is generally at grade with adjacent areas. There are many residential developments along this freeway. The San Gabriel River Freeway (I-605) runs in a northeast-southwest direction through the southwest part of the City and just outside the northwestern border. Development along this freeway is both residential and commercial. Minimal sound walls currently exist in order to protect the residential and commercial uses located along these two freeways which pass through the City.

Roads: Traffic noise on surface streets is a significant source of noise within the community. The major roads in Baldwin Park include: Ramona Boulevard, Olive Street, Los Angeles Street, Badillo Street, Baldwin Park Boulevard, Frazier Street, Puente Avenue, Merced Avenue, Pacific Avenue, and Maine Avenue. Noise levels along roads are determined by a number of traffic characteristics. Most important is the average daily traffic (ADT). Additional factors include the percentage of trucks, vehicle speed, the time distribution of this traffic, and gradient of the road. In general, the land uses along the major roadways are commercial and industrial. However, there are some single-family, multi-family and public facility areas that are located along these road. Of primary concern are the heavy trucks that travel from I-10 to the northern, more industrial part of Baldwin Park.

Industrial Areas: The large commercial centers and industrial facilities predominantly located in the north part of the City are major stationary sources of noise. The primary noise associated with the facilities is from automobile and truck traffic making deliveries. Additional noise sources include heavy equipment, air compressors, generators, and outdoor loudspeakers. In several cases, residences directly adjoin these operations. Rock quarries located on City boundaries to the north, east, and west are also a source of intermittent noise within Baldwin Park.

Railroads: The Metrolink Commuter Rail line runs northeast/southwest through Baldwin Park for approximately 3 miles. Within the City, adjacent to the right-of-way of the Metrolink Rail line tracks, there are over 170 residences, 60 commercial and industrial buildings and four schools. During the time of the noise field study conducted in January 1996, there were 22 scheduled daily commuter train stops at the Baldwin Park station. The noise and vibration generated by the Metrolink trains were measured as they passed through the City and the results analyzed and compared to existing codes and standards. Passing trains generated noise levels of up to 88.5 dBA at 100 feet. Passing train horn noise levels measured as high as 99.2 dBA at 100 feet. The 24-hour noise measurements completed at the residential location show the trains increase the ambient noise levels by up to 45 dB when the trains pass the homes. The noise impact, especially horn noise, was identified as intrusive to close proximity residents, although there are no prevailing standards for code compliance evaluations.

Thresholds Used to Determine Level of Impact

Implementation of the Draft 2020 General Plan will result in potentially significant noise impacts if development under the proposed General Plan will increase noise levels to a level considered normally unacceptable for residential, school, medical facility, or other noise sensitive land uses, as shown previously in Table 14.

If ambient noise levels already exceed compatible levels for these uses, a cumulative long-term increase of 3.0 dB is considered significant, because this is the minimum change in noise level that is discernible to the human ear. If implementation of the Draft 2020 General Plan contributes an increase of 3.0 dB or more to the cumulative effect, the impact is considered significant.

Environmental Impact

Implementation of the Draft 2020 General Plan will result in additional new residential and nonresidential development. As development intensifies in and around the City, traffic volumes will increase and generate additional noise along major roads. Table 15 identifies the potential noise increases that could result from increases in roadway traffic volumes in the City and from surrounding areas.

Cumulative traffic growth may result in traffic increases which exceed road capacities along several major travel routes such as Francisquito Avenue, Maine Avenue, Puente Avenue, and Ramona Boulevard. These routes provide direct access to the City's industrial and commercial areas. As shown in Table 15, noise levels along most of these roads at buildout of the General Plan will be within the noise compatibility level for industrial and commercial uses, as specified in Table 14. Traffic volume is also expected to increase in residential neighborhoods as land use intensifies. Implementation of the Draft 2020 General Plan may result in noise levels that exceed the compatibility level for public facilities and residential areas located along Baldwin Park Boulevard, Maine Avenue, Merced Avenue, and Ramona Boulevard. These segments are currently within the acceptable level for residential uses but will increase by 1.0 dB.

A Caltrans approved traffic noise model was used to assess future noise levels with implementation of the Draft 2020 General Plan. The traffic noise modeling indicates that various noise sensitive residential land uses currently experience traffic noise levels in excess of the City's Noise/Land Use Compatibility Matrix. However, traffic noise increases associated with implementation of the Draft 2020 General Plan have been estimated to increase by 1.0 dB. Generally, a 3.0 dB increase in noise levels is necessary for humans to discern a change in noise levels. Since 1.0 dB is below the 3.0 dB threshold for detectable change in noise levels, the implementation of the Draft 2020 General Plan is not anticipated to result in a significant noise impact from traffic.

Table 15
Noise Impact from Project and Cumulative Traffic

Roadway Segment		24-hour Traffic Volume		CNEL or Ldn at Distance from Roadway Centerline						Change From Existing
		Existing	Future	Existing			Future			
				75 feet	200 feet	500 feet	75 feet	200 feet	500 feet	
Badillo St	e City Limit	12,700	15,800	66.4	59.5	53.5	67.4	60.5	54.4	+0.9
	e/o Vineland	12,900	16,100	66.5	59.6	53.6	67.5	60.6	54.5	+1.0
Baldwin Park	s/o Nubia	7,800	9,700	64.3	57.4	51.4	65.3	58.4	52.3	+0.9
	s/o Olive	9,900	12,300	65.4	58.5	52.4	66.3	59.4	53.4	+0.9
	n/o Clark	13,900	17,300	66.8	59.9	53.9	67.8	60.9	54.8	+1.0
	s/o Sterling	12,100	15,100	66.2	59.3	53.3	67.2	60.3	54.3	+1.0
	n/o Foster	18,300	22,800	68.0	61.1	55.1	69.0	62.1	56.0	+1.0
	n/o Bess	20,800	25,900	68.6	61.7	55.6	69.5	62.6	56.6	+1.0
Francisquito	e/of Big Dalton	23,200	28,900	69.1	62.2	56.1	70.0	63.1	57.1	+1.0
	e/o Maine	28,300	35,200	69.9	63.0	57.0	70.9	64.0	57.9	+0.9
	e/o Athol	10,200	12,700	65.5	58.6	52.5	66.4	59.5	53.5	+1.0
Frazier St	s/o Foster Ave	5,100	6,300	62.5	55.6	49.5	63.4	56.5	50.5	+0.9
	s/o Waco	5,600	7,000	62.9	56.0	49.9	63.9	57.0	50.9	+1.0
	n/o Bess	8,100	10,100	64.5	57.6	51.5	65.4	58.5	52.5	+1.0
Live Oak	e/o Stewart	22,800	28,400	69.0	62.1	56.0	69.9	63.0	57.0	+1.0
	w/o Rivergrade	17,700	22,000	67.9	61.0	54.9	68.8	61.9	55.9	+0.9
Los Angeles	e/o Stewart	14,100	17,600	66.9	60.0	54.0	67.9	61.0	54.9	+1.0
	w/o Center	18,300	22,800	68.0	61.1	55.1	69.0	62.1	56.0	+1.0
Maine Ave	s/o Nubia	8,400	10,500	64.6	57.7	51.7	65.6	58.7	52.7	+1.0
	s/o Clark	16,200	20,200	67.5	60.6	54.6	68.5	61.6	55.5	+1.0
	s/o Pacific	3,800	4,700	61.2	54.3	48.3	62.1	55.2	49.2	+0.9
	n/o Merced	3,300	4,100	60.6	53.7	47.6	61.5	54.6	48.6	+0.9
	s/o Foster	2,700	3,400	59.7	52.8	46.8	60.7	53.8	47.8	+1.0
Merced Ave	n/o Olive	1,000	1,200	55.4	48.5	42.5	56.2	49.3	43.3	+0.8
	n/o Los Angeles	5,300	6,600	62.6	55.7	49.7	63.6	56.7	50.7	+1.0
	n/o Palm	7,600	9,500	64.2	57.3	51.3	65.2	58.3	52.2	+1.0
	n/o Ramona	9,700	12,100	65.3	58.4	52.3	66.2	59.3	53.3	+1.0
	w/o Vineland	12,100	15,100	66.2	59.3	53.3	67.2	60.3	54.3	+1.0
Olive Ave	e/o Elton	5,800	7,200	63.0	56.1	50.1	64.0	57.1	51.0	+0.9
	e/o Bleecker	7,300	9,100	64.0	57.1	51.1	65.0	58.1	52.1	+1.0
	w/o Stewart	4,600	5,700	62.0	55.1	49.1	63.0	56.1	50.0	+0.9
Pacific Ave	e/o Puente	14,500	18,000	67.0	60.1	54.1	68.0	61.1	55.0	+0.9
	e/o Vineland	19,400	24,100	68.3	61.4	55.3	69.2	62.3	56.3	+0.9
Puente Ave	s/o Ramona	4,200	5,200	61.6	54.7	48.7	62.6	55.7	49.6	+0.9
	s/o Pacific	14,000	17,400	66.9	60.0	53.9	67.8	60.9	54.9	+0.9
	s/o Merced	17,700	22,000	67.9	61.0	54.9	68.8	61.9	55.9	+0.9
	n/o Dalewood	26,100	32,500	69.6	62.7	56.6	70.5	63.6	57.6	+1.0
Ramona Bl	e/o Puente	13,900	17,300	66.8	59.9	53.9	67.8	60.9	54.8	+1.0
	w/o Puente	8,200	10,200	64.5	57.6	51.6	65.5	58.6	52.5	+0.9
	e/o Maine	24,000	29,900	69.2	62.3	56.3	70.2	63.3	57.2	+1.0
	w/o Merced	26,000	32,400	69.6	62.7	56.6	70.5	63.6	57.6	+1.0
	e/o Syracuse	27,000	33,600	69.7	62.8	56.8	70.7	63.8	57.7	+0.9
Root St	e/o I-605 Fwy	42,100	52,400	71.6	64.7	58.7	72.6	65.7	59.7	+1.0
	e/o Puente	5,400	6,700	62.7	55.8	49.8	63.7	56.8	50.7	+0.9

Assumptions: Avg speed exist: 56.3 35.0 mph
 future: 56.3 35.0 mph
 Simplified to 2 lanes
 future 6.1 20.0 feet from centerline
 Noise path decay parameter for soft site 6.1 20.0 feet from centerline
 Fleet Mix 94% Autos
 4% Medium Trucks
 2% Heavy Trucks
 Time of Day: 70% Day
 15% Evening
 15% Night

Calculations using methods of Federal Highway Administration "Highway Traffic Noise Prediction Model," December, 1978

Noise produced from new stationary sources, such as industrial sites, resulting from implementation of the Draft 2020 General Plan is required to be mitigated so that noise levels are consistent with the noise guidance and criteria established in the Noise Element of the General Plan. Consequently, noise from new stationary sources is anticipated to be below a level of significance.

The City recognizes that noise produced from construction activities is associated with development. Therefore, the City has restricted construction activities to the least noise sensitive portions of the day. The Municipal Code requires that construction activities occur between the hours of 7:00 a.m. and 7:00 p.m. on week days and between 8 a.m. and 5 p.m. on Saturdays. On Sundays or federal holidays, construction activity is restricted from creating a noise disturbance across a residential or commercial property line or at any time exceeding the maximum permitted noise level for the underlying land use category, except for emergency work or by variance. With the implementation of restricted hours for construction, noise generated from construction activities is anticipated to be below a level of significance. Following completion of construction, noise levels associated with these activities will cease.

The 24-hour noise measurement program for train noise shows that when trains passed without blowing their horns they generated maximum noise levels ranging from 84 to 89 dBA. The land uses along the Metrolink Route will continue to be primarily residential and public, and there are no large-scale changes in land use proposed in the Draft 2020 General Plan. The proposed changes, including the redesignation of some industrial areas to commercial/industrial, are within the current compatibility range for noise levels along the route. The implementation of the Draft 2020 General Plan would not establish any new noise sensitive land uses along railroad corridors and hence would not result in significant train noise impacts.

To minimize the adverse effects of excessive or unusual noise on the City's residential and business populations, the General Plan Noise Element contains the following policies:

- Policy 1.1:** Use the noise/land use compatibility standards presented in Table 13 as a guide for future planning and development decisions.
- Policy 1.4:** Establish targeted limits of noise for various land uses throughout the community.
- Policy 2.3:** Require that landscaped buffers be created between a commercial or mixed use structure and an adjoining residential parcel.
- Policy 3.1:** Require that commercial uses developed as part of a mixed use project with residential uses not be noise-intensive.
- Policy 3.2** Require that mixed use structures be designed to prevent transfer of noise and vibration from the commercial to the residential use.
- Policy 3.3** Orient mixed use residential units away from major noise sources.

Policy 3.4 Locate balconies and windows of residential units in mixed use projects away from the primary street and other major noise sources.

Policy 4.3: Reduce transportation noise through proper design and coordination of routing.

Policy 4.4: Reduce train noise through coordination of scheduling.

Policy 4.5: Reduce train noise through proper buffering effects as coordinated with Southern California Regional Rail Authority (SCRRA).

Implementation of the Draft 2020 General Plan will result in an increase in residential and non-residential development and will potentially escalate the occurrence of conflicts between existing and proposed land uses and the surrounding noise environment. However, given that noise and land use planning policies contained in the Draft 2020 General Plan have been developed to minimize the adverse effects of excessive or unusual noise on the City's residential and business populations, noise impacts resulting from Draft 2020 General Plan land use policy implementation will be less than significant.

Mitigation Measures

The Noise Element contains policies to minimize the adverse effects of excessive noise on the City's residential and business population, including policies on noise/land use compatibility standards and reduction of train related noise. Title 24, Part 2, California Code of Regulations also requires design features to limit intruding noise into new residential buildings to 45 dB. No further mitigation is required.

Level of Significance After Mitigation

Implementation of the 2020 General Plan is estimated to increase traffic noise by approximately 1.0 dB and will not establish new noise sensitive land uses in areas which have a high noise potential. Therefore, noise impacts are anticipated to be less than significant.

References

Draft Baldwin Park 2020 General Plan, City of Baldwin Park. July, 2002.

2.6 Utilities and Service Systems

This section addresses the ability of water and wastewater utilities to serve the projected demands of the increased population resulting from implementation of the Draft 2020 General Plan. It also addresses the capacity of landfills to accommodate the resulting additional solid waste disposal needs.

Water

Environmental Setting

Potable water in Baldwin Park is provided by three water companies: Valley County Water District, San Gabriel Valley Water Company, and Valley View Mutual Water Company. The VCWD is the City's largest water supplier and serves approximately 55,000 people in parts of Baldwin Park, Irwindale, West Covina and Azusa. VCWD has the capacity to produce 15 million gallons of water per day (mgd). However, the average production is 7 to 8 mgd. Water supplied by VCWD is from wells at a depth of approximately 600 feet in the Upper San Gabriel Groundwater Basin. Four of the VCWD wells are within Baldwin Park.⁵

The San Gabriel Valley Water Company supplies water exclusively from wells to Baldwin Park, El Monte, Arcadia, La Puente, Irwindale, and the City of Industry. The wells are located in Baldwin Park and El Monte. At least 6 of the company's reservoirs serve Baldwin Park, and each has at least a 611,000 gallon capacity.

The City's smallest water supplier is the Valley View Mutual Water Company, which supplies about eight percent of Baldwin Park's population in a one-square-mile residential area of the City. The supply is from two 600-foot-deep wells. The company does not own any reservoirs.

Baldwin Park is located in one of four San Gabriel Valley Superfund sites that was found by the Environmental Protection Agency (EPA) to contain contaminated groundwater in its aquifer. The EPA has identified the "potentially responsible parties" (PRPs), who have cooperated with EPA in designing a solution to remediate the contaminated water in the San Gabriel Basin aquifer, a critical source of drinking water for southern California.

Wells in Baldwin Park have been found to contain high concentrations of trichloroethatene (TCE) and perchloroethylene (PCE). TCE and PCE have been used since the 1940s as cleaning solvents, especially at machine shops and dry cleaners. Water utilities have been able to continue to provide their customers with clean water by shutting down wells in contaminated areas, installing "wellhead" treatment systems, blending contaminated water with clean water to meet drinking water standards, and by obtaining water from neighboring

⁵ Valley County Water District, Tom Mortenson, Operations Superintendent, May 9, 2002.

utilities. In March 1994, EPA selected a cleanup plan for the Baldwin Park area. The selected remedy, now in the design stage, calls for large groundwater pump and treat systems capable of extracting 27 million gallons per day of contaminated groundwater. The EPA is working with the local agencies to reach agreements to implement a joint clean up/water supply project that would satisfy EPA cleanup goals, and help meet regional water supply goals by transporting treated groundwater to areas in southern California that are dependent on imported surface water.

Thresholds Used to Determine Level of Impact

The impacts on water utility systems would be significant if development outlined in the Draft 2020 General Plan generates demand for water that exceeds available supply and/or will result in a need for new or substantially altered water infrastructure systems.

Environmental Impacts

Implementation of the Draft 2020 General Plan will result in the construction of an additional 1,759 dwelling units and the development of an additional 3.8 million square feet of non-residential uses within the Planning Area. A concomitant population increase of approximately 9,048 persons is expected.

This increase in population and non-residential uses is expected to result in incremental increased demand for services, and could potentially affect the ability of local service purveyors to supply adequate amounts of water. Table 16 shows existing and projected water use citywide for various land use categories. Water consumption has been estimated according to usage data provided by VCWD, the primary provider of domestic water for the Baldwin Park community. Implementation of the proposed 2020 General Plan will result in an overall increase of approximately 1.1 mgd in water usage at buildout. This is well within the capacity of VCWD, which has a current maximum capacity of 15 mgd and an average production of 7 to 8 mgd.

The following policies in the Open Space and Conservation Element address ways to conserve water in Baldwin Park:

Policy 5.1 Encourage water conservation through education, use of drought tolerant landscapes, and water-conserving technology.

Policy 5.3 Encourage the use and production of reclaimed water.

Table 16
Draft 2020 General Plan Projected Daily Water Demand

Land Use Designation	Dwelling Units or Square Feet of Development		Factor gal/day per unit or sf	Water Use (kgd)		Net Change From Existing Use (kgd)
	Existing Land Use	2020 General Plan		Existing Land Use	2020 General Plan	
Single Family Residential	11,705 du	13,905 du	409	4,787	5,687	901
Multi-Family	3,104 du	3,038 du	133	413	404	(9)
Garden Multi-Family	2,615 du	1,882 du	225	588	423	(165)
Commercial	2,480,000 sf	2,678,657 sf	0.12	298	321	23
Mixed Use						
Commercial		726,929 sf	0.12		87	87
Residential		358 du	133		48	48
Commercial Industrial		2,568,646 sf	0.11	0	283	283
General Industrial	4,400,000 sf	4,757,013 sf	0.11	484	523	39
Public Facilities (includes parks)	3,000,000 sf	2,519,946 sf	0.18	540	454	(86)
Total	17,424 du 9,880,000 sf	19,183 du 13,251,192 sf		7,110	8,231	1,121

Source: Valley County Water District: Current water use by land use category in acre-feet

1 acre-foot = 325,862 gallons

kgd = thousands of gallons per day

Mitigation Measures

No mitigation beyond compliance with existing water conservation requirements is necessary, as no significant impact on water resources will result from General Plan implementation.

Wastewater

Environmental Setting

Baldwin Park lies within the service area of Los Angeles County Sanitation District No. 15. Wastewater generated within the City is discharged to local sewer lines, maintained by the City, for conveyance to the County Sanitation Districts of Los Angeles County (Districts) trunk sewer network. Wastewater is treated at the San Jose Creek Water Reclamation Plant (SJCWRP) or at the Joint Water Pollution Control Plant in Carson (JWPCP). The SJCWRP has a design capacity of 100 million gallons per day. Wastewater flows which exceed the capacity of the SJCWRP are diverted to and treated at the JWPCP. Major sewer trunk lines are located in Baldwin Park Boulevard (12-inch) and in Francisquito Avenue, Maine Avenue, and Garvey Avenue (8-inch).

Environmental Impacts

According to the Districts, the design capacities of the Districts' wastewater treatment facilities are based on population forecasts adopted in the SCAG 1996 *Regional Comprehensive Plan and Guide* (RCPG). The RCPG is part of the 1997 *Air Quality Management Plan* (AQMP). In order to conform with the AQMP, all expansions of the Districts' facilities must be sized and phased for service in a manner consistent with the Growth Management Element of the RCPG (Policy 3.03). The available capacity of the Districts' treatment facilities will, therefore, be limited to levels associated with approved growth identified in the RCPG. The Districts intend to provide wastewater service up to the levels which are legally permitted.

Future wastewater generation was estimated based on a wastewater generation factor of 95 percent of the water used being returned as wastewater and a 5 percent evaporation rate. Ninety-five percent of the total estimated water consumption yields an estimated wastewater generation volume of about 7.8 mgd at build out. This represents a 16 percent increase over existing wastewater generation.

Authorities at the Los Angeles County Sanitation District No. 15 consider the trunk system and treatment facilities adequate at the present time. The Los Angeles County Department of Public Works, Sewer Maintenance Division, and the Baldwin Park Engineering Division consider the sewer line system adequate to handle foreseeable future development. Therefore, impacts upon the sewer systems are considered neither adverse nor significant.

The following General Plan policies contained within the Open Space and Conservation Element address wastewater issues:

- Policy 1.1:** Work closely with local water and sewer districts in determining and meeting community needs for water and sewer service.
- Policy 1.2:** Permit development at densities and intensities no higher than the City's ability to provide the necessary public services, utilities, street capacities, and recreational opportunities required for the areas affected by development.

Mitigation Measures - Wastewater

No mitigation is necessary, as no significant impacts related to wastewater will result from the 2020 General Plan implementation.

Solid Waste

Environmental Setting

Twenty major public and private landfills, including unclassified landfills, handle solid waste generated within Los Angeles County. A substantial amount of solid waste from adjacent counties is disposed of in these landfills as well. According to the *Los Angeles County 1997 Countywide Siting Element*, the County projected a shortage of landfill space for solid waste beginning as early as the year 2000. This shortage was anticipated even with the full achievement of the waste diversion mandated by the California Waste Management Act of 1989 (AB939) of 50 percent by the year 2000.

Baldwin Park contracts for solid waste collection services with Waste Management of San Gabriel Valley/Pomona. The contractor transports waste to the Puente Hills Landfill (PHLF) in Whittier, operated by the County Sanitary Districts of Los Angeles County. The current capacity for the landfill is approximately 13,200 tons per day or 72,000 tons per week (County Sanitation Districts of Los Angeles County, 2000). At these disposal rates, the PHLF has been forecasted to reach capacity by the year 2003.⁶ Currently, the PHLF is preparing environmental documentation to expand its landfill operations for an additional 10 years. A Draft Environmental Impact Report (DEIR) for the PHLF expansion was completed in June 2001. Expansion of this landfill as described in the DEIR, would allow continued operation from 2003 to 2013 with an average acceptance rate of 12,000 tons per day of solid waste.⁷

Thresholds Used to Determine Level of Impact

Impacts on solid waste disposal systems will be significant if new development accommodated by the Draft 2020 General Plan will generate solid waste in a quantity that exceeds local and/or regional disposal capacity.

Environmental Impact

The increase in population and development intensity anticipated with implementation of the 2020 General Plan will result in increased generation of solid waste. Future solid waste generation estimates are shown in Table 17. Based on solid waste generation rates provided by the National Solid Waste Management Association, approximately 91,872 tons per year of solid waste would be generated at buildout. This represents a 27 percent increase of 19,759 tons per year, in solid waste generation relative to existing conditions.

⁶Countywide Siting Element, Los Angeles County Department of Public Works, Environmental Programs Division, June, 1997.

⁷*Draft Environmental Impact (DEIR) Report For The Continued Operation Of The Puente Hills Landfill*, Solid Waste Management Department, Sanitation Districts of Los Angeles County. June 2001.

Table 17
Draft 2020 General Plan Estimated Solid Waste Generation

Land Use Designation	Estimated Dwelling Units or Square Feet of Development		Factor Tons/year	Solid Waste (tons/yr)		Net Change From Existing Use (tons/year)
	Existing Land Use	General Plan		Existing Land Use	General Plan	
Residential	17,424 du	19,183 du	2.13	37,113	40,860	3,747
Commercial	2,480,000 sf	5,974,232 sf	4.00	9,920	23,897	13,977
General Industrial	4,400,000 sf	4,757,013 sf	5.70	25,080	27,115	2,035
Total	17,424 du 6,880,000 sf	19,183 du 10,731,245 sf		72,113	91,872	19,759

Source: *National Solid Waste Management Association, Technical Bulletins*. 1985 and 1987.

Based on 2.13 tons/housing unit/year

4.0 tons/1,000 sf/year for commercial uses

5.7 tons/1,000 square feet/year for industrial uses.

There is no change in waste generation from existing conditions for public facilities category.

Solid waste represents a concern not only for Baldwin Park residents and businesses, but for the entire greater Los Angeles region. In this expansive urbanized area, landfill space is a diminishing resource. The following policies in the Open Space and Conservation Element address methods to reduce the amount of solid waste produced in Baldwin Park:

- Policy 7.1** Implement goals and policies contained in the City’s Household Hazardous Waste and Source Reduction and Recycling Elements as mandated by State Law AB939.
- Policy 7.2** Maximize public awareness of all source reduction and recycling programs.
- Policy 7.3** Encourage composting of organic materials and recycling in general as an alternative to waste disposal.
- Policy 7.4:** Encourage participation in local and County waste disposal programs for such household hazardous waste items as automotive products, paints, chemicals, tires, and batteries.

If the proposed expansion of the PHLF were to occur, this would provide an additional 10 years of disposal capacity. Considering that the update to the General Plan spans a 20-year time frame, the City would still experience a shortfall in solid waste disposal capacity over the duration of the General Plan. This would be a significant adverse impact even though the proposed project will comply with all applicable existing waste reduction requirements.

Mitigation Measures

The City's Household Hazardous Waste Element and Source Reduction and Recycling Element, respectively, outline methods for the safe disposal of hazardous wastes generated by households and formalize the City's integrated waste management procedures. Together these plans identify how the City will meet the AB939 requirements, which require cities to reduce the amount of waste within their boundaries through source reduction and recycling. No additional mitigation measures beyond compliance with existing requirements are available.

Level of Significance After Mitigation

The County projects a shortfall in landfill capacity during the 20-year time frame of the 2020 General Plan, even with full achievement of the 50 percent waste diversion mandates by the year 2000 and thereafter. Therefore, the impacts related to solid waste are significant even though the Draft 2020 General Plan will implement all requisite waste-reduction measures.

References

Baldwin Park Draft 2020 General Plan. July, 2002.

Valley County Water District: Current Water Use by City. May, 2001.

Countywide Siting Element, Los Angeles County Department of Public Works, Environmental Programs Division, June, 1997.

2.7 Recreation

This section addresses the degree to which the Draft 2020 General Plan policy will impact neighborhood and regional parks and other recreational facilities.

Environmental Setting

Six City parks are located within Baldwin Park, providing approximately 27 acres of parkland. These parks include one community park with a major community center and senior citizen facility, four neighborhood parks, and a recreational ball field. Residents also have access to approximately 169 acres of joint-use school playground facilities. In addition to the City parks, residents have access to County regional parks within and near the City. The Santa Fe Dam Regional Park consists of approximately 835 acres of open space, and the Whittier Narrows Regional Park and Nature Center consists of about 1,092 acres of park space.

The Santa Fe Dam Recreation Area, located immediately north of the City, is a regional recreation resource. This County-operated park and nature center provides residents of neighboring cities with numerous opportunities for activities such as hiking, biking, swimming, baseball, soccer, and picnicking.

Table 18 lists the name, size, and amenities for each park and recreational facility in the City and vicinity. Figure 10 identifies the location of these facilities.

Currently, City-owned park and recreational facilities provide a ratio of approximately 0.4 acres of parkland per 1,000 City residents. This ratio of parkland to population is substantially below the 3 to 5 acres per 1,000 people standard that is sought by many communities, and which is supported by the Subdivision Map Act. Nearby regional park resources and playground facilities compensate for the lack of City parkland to some extent. However, park and recreational resources are not always conveniently located to serve residential neighborhoods, and park facilities do not always accommodate specific community needs.

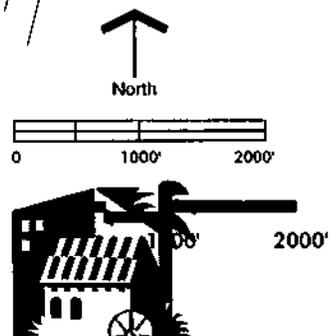
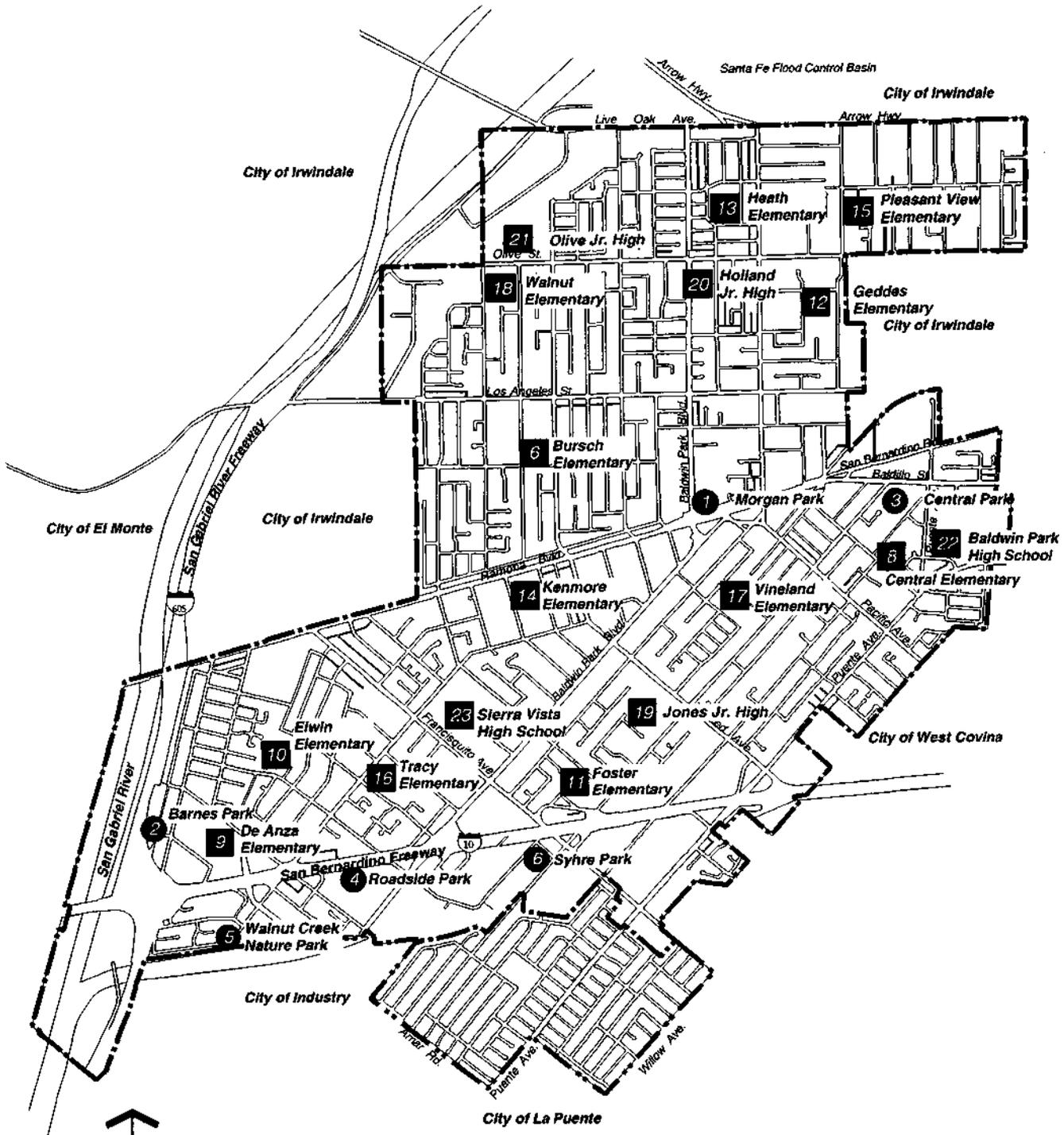
Threshold For Determining Level of Impact

Impacts to park and recreation resources are considered significant if implementation of the Draft 2020 General Plan results in increased use of existing parks and recreation facilities and this usage causes substantial deterioration of these resources.

Table 18
Park and Recreational Facilities

City Park/Facility	Acres	Amenities
1. Morgan Park	12	Community Center, Senior Center, pool, multipurpose sports courts, playground, night lighting, electronic marquis
2. Barnes Park	5.6	Recreation building
3. Central Park West	3.6	Recreation building, sports courts, playground equipment, tot lot
4. Roadside Park	2	Recreation building
5. Walnut Creek Nature Park	4	Passive recreation, tot playground, picnic area
6. Syhre Park	1	Baseball Field, passive open space
Joint Use Park/Facility		
7. Bursch Elementary School	6	Field sports, basketball, baseball
8. Central Elementary School	7	Field sports, basketball, baseball
9. De Anza Elementary School	10	Field sports, basketball, baseball
10. Elwin Elementary School	10	Field sports, basketball, baseball
11. Foster Elementary School	8	Field sports, basketball, baseball
12. Geddes Elementary School	11	Field sports, basketball, baseball
13. Heath Elementary School	6	Field sports, basketball, baseball
14. Kenmore Elementary School	6	Field sports, basketball, baseball
15. Pleasant View Elementary School	8	Field sports, basketball, baseball
16. Tracy Elementary School	7	Field sports, basketball, baseball
17. Vineland Elementary School	13	Field sports, basketball, baseball
18. Walnut Elementary School	7	Field sports, basketball, baseball
19. Jones Jr. High School	13	Field sports, basketball, baseball
20. Holland Jr. High School	11	Field sports, basketball, baseball
21. Olive Jr. High School	8	Field sports, basketball, baseball
22. Baldwin Park High School	7	Field sports, court sports, track, pool, open space
23. Sierra Vista High School	34	Field sports, court sports, track, pool, open space, night lighting
Regional Parks		
Whittier Narrows Regional Park	772	Recreation building, lake, hiking, biking, pool, sports courts, field sports, playground, tot lot, night lighting,
Whittier Narrows Nature Center	320	Nature Center, lake, hiking, picnic
Santa Fe Dam Recreation Area	835	Nature Center, playground, lake

Source: 1996 Park Master Plan, City of Baldwin Park; 1989 Baldwin Park General Plan.



-  City Boundary
-  Sphere of Influence
-  1 - 6 City Park/Facility
-  7 - 23 Joint-Use School Playground

Figure 10
Parks and Joint Use
Playgrounds

Source: City of Baldwin Park - Park Master Plan, 1996;
Baldwin Park General Plan, 1989

Environmental Impact

Implementation of the General Plan will result in new residential and non-residential development over the next 20 years. The population of the City will increase, resulting in a related increased demand for parks and recreation facilities. The City recognizes that limited opportunities exist to increase local park resources and recreational facilities within Baldwin Park. Therefore, emphasis will continue to be placed on enhancing existing parks, creating new mini-parks, and expanding joint-use agreements with local schools, as well as preserving existing facilities and recreational programs. The Santa Fe Dam recreational area will also continue to provide open space and recreational opportunities for the community. To serve the recreation needs of the residents of Baldwin Park, the General Plan Open Space and Conservation Element contains the following policies:

- Policy 1.1:*** Preserve all existing park space, and provide improvements to enhance utilization.
- Policy 1.2:*** Establish as a priority for funding the acquisition and development of parks and recreational facilities in neighborhoods where there are a shortage of parks.
- Policy 1.3:*** Pursue acquisition of property through purchase or donation to create mini-parks where it is not possible to acquire sufficient acreage for neighborhood parks.
- Policy 1.4:*** Continue to work cooperatively with the Baldwin Park Unified School District, maintaining and expanding playground use.
- Policy 1.5:*** Continue to provide Baldwin Park residents with access to regional recreation resources.
- Policy 2.1:*** Conduct ongoing needs assessment and evaluation of demands for recreational activities and modify programs where necessary to meet these demands.

Implementation of the park and recreation-related policies contained in the Open Space and Conservation Element will relieve some burden on the existing parks and may provide additional park and recreation opportunities for Baldwin Park residents. However, given the extent of the current deficit in parkland and other recreation facilities, the utilization of the available parks and facilities is anticipated to intensify substantially. As a result of heavy use, some parks and facilities in the City may deteriorate. There is no assurance that implementation of the proposed General Plan policies would result in sufficient additional park and recreation facilities to accommodate the increase in population. Therefore, impacts to parks and recreation resources would be considered significant.

Mitigation Measures

Given the limited opportunities for development of additional parks in the City, no feasible measures in addition to the Draft 2020 General Plan policies identified above are available to fully mitigate the significant impacts.

Level of Significance After Mitigation

The impacts of the 2020 General Plan related to recreation will be significant and unavoidable.

References

Draft Baldwin Park 2020 General Plan. July, 2002.

Park Master Plan. City of Baldwin Park. 1996.

2.8 Mineral Resources

This section addresses the impacts of the Draft 2020 General Plan on important regional and local mineral resources.

Environmental Setting

State guidelines require that Baldwin Park and other cities establish policies within the General Plan to manage identified mineral resource areas of statewide or regional significance. The location and level of importance of these mineral resource areas is determined by the state Division of Mines and Geology. Since 1982, all of Baldwin Park has been designated by the state Geologist as a Mineral Resource Zone 2 (MRZ-2) where “adequate information indicates that significant mineral deposits are present or where it is judged that a high likelihood for their presence exists.” This designation also applies to substantial acreage throughout the adjacent cities of Industry, Irwindale, and Azusa, where active surface mining operations occur. These areas contain aggregate resources, commonly known as gravel, which is an important construction material. Because the City is almost entirely built out, the areas containing significant resources are largely developed.

Thresholds Used to Determine Level of Impact

Impacts on mineral resources are considered significant if implementation of the Draft 2020 General Plan substantially restricts current and future access to regional mineral resources.

Environmental Impact

Given the MRZ-2 designation and the active extraction activities in surrounding areas, it is highly likely that mineral resources exist in Baldwin Park. However, the City is largely built out with urban uses that are incompatible with mineral extraction and/or surface mining activities. Thus, General Plan policy does not provide for mining activity to occur. Because mining use is not required by any applicable state law or local ordinance, and because in a regional context, potential resources in Baldwin Park are limited in extent and largely inaccessible due to urbanization, impacts on aggregate resources are not considered significant.

Mitigation Measures

No mitigation measures are necessary because no significant impacts will result from implementation of the Draft 2020 General Plan.

References

Draft Baldwin Park 2020 General Plan. July, 2002.

Mineral Land Classification Map: Aggregate Resources Baldwin Park Quadrangle. Special Report 143.
California Division of Mines and Geology. June 1, 1982.

2.9 Geology and Soils

This section addresses the issue of seismic-related ground failure, specifically, liquefaction.

Environmental Setting

Los Angeles County, like most regions in southern California, is a region of high seismic activity and, therefore, is subject to risks and hazards associated with potentially destructive earthquakes. One of the secondary hazards of earthquakes is liquefaction, a phenomenon involving the loss of shear strength of a soil, which results from the increase of pore water pressure caused by the rearrangement of soil particles induced by shaking or vibration. In effect, during liquefaction soil strata behave as a heavy fluid. Buried tanks may float to the surface and objects above the liquefaction strata may sink.

According to the California Division of Mines and Geology as illustrated in Figure 11, the southwest part of Baldwin Park is designated as being subject to liquefaction.

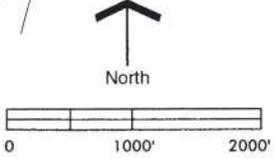
Thresholds Used to Determine Significance

Impacts related to geology and soils are considered significant if implementation of the 2020 General Plan would expose new development to liquefaction hazards.

Environmental Impact

Liquefaction hazards occur in areas where groundwater exists near the ground surface. Data provided by water service providers in Baldwin Park indicate that the depth to groundwater is more than 50 feet. Therefore, the potential for liquefaction hazard is low, even though an area of the City has been designated as subject to liquefaction by the California Division of Mines and Geology as previously shown in Figure 10.

Because Baldwin Park is highly urbanized, limited opportunities will be available for new development. Existing City development project review practices include review of soils and geotechnical reports which document in-field conditions. Standard engineering techniques are required, as appropriate, to guard against seismic-related hazards, including liquefaction. If a significant potential for liquefaction is suspected to exist for a location, the Department of Conservation *Special Publication 117 Guidelines For Evaluating And Mitigating Seismic Hazards in California* would also be used as a guide in the assessment and mitigation of the liquefaction hazard. These existing practices combined with the following Safety Element



-  City Boundary
-  Sphere of Influence
-  Mineral Resource Boundary
-  Flood Control

- MRZ - 2** Areas where adequate information indicates that significant mineral deposits are present or where it is judge that little likelihood for their presence exists.
- MRZ - 3** Areas containing mineral deposits the significance of which cannot be evaluated from available data.



Source: California Division of Mines and Geology, June 1982

Figure 11
Mineral Resources

policies reduce potential impacts related to seismic activity, including liquefaction, to a less-than-significant level.

Safety Element Policies

Policy 1.2: Implement the Uniform Building Code seismic safety standards for construction of new buildings, and maintain seismic safety of existing structures.

Policy 1.3: Continue to implement emergency procedures contained in the City's Multihazard Functional Plan and Emergency Preparedness Plan.

Policy 1.4: Support City's participation in local, county, and state-wide emergency preparedness programs.

Policy 1.5: Promote earthquake preparedness within the community by participation in quake awareness programs, including distribution of brochure materials in Spanish and English. Encourage property owners to anchor buildings to their foundations, bolt water heaters to walls, and implement other preventative measures.

Mitigation Measures

The General Plan Safety Element contains policies designed to substantially lessen seismic impacts and to provide local residents with an adequate level of protection from seismic-related activity. No mitigation is required.

References

Draft Baldwin Park 2020 General Plan. July, 2002.

Baldwin Park Multihazard Functional Plan. June, 1996.

State of California Seismic Hazard Zones. Baldwin Park Quadrangle. California Division of Mines and Geology. August 17, 1998.

Special Publication 117 Guidelines For Evaluating And Mitigating Seismic Hazards in California. California Department of Conservation. March 13, 1997.



3.0 Alternatives to the Project

Program Final Environmental Impact Report
City of Baldwin Park 2020 General Plan



3.0 Alternatives to the Project

The following discussion considers alternatives to the Draft 2020 General Plan and examines potential environmental impacts resulting from each alternative. Through comparison of these alternatives to the Plan, the relative advantages of each can be weighed and analyzed. The CEQA Guidelines require that a range of alternatives be addressed “governed by ‘a rule of reason’ that requires the EIR to set forth only those alternatives necessary to permit a reasoned choice” (Section 15126.6).

The CEQA Guidelines state that the discussion of alternatives must focus on alternatives capable of either eliminating any significant environmental effects of the project or reducing them to a less- than-significant level, while achieving major project objectives. According to the analysis in the prior sections, the Draft 2020 General Plan will result in significant impacts on regional air quality, recreation resources, transportation/traffic, and solid waste disposal facilities. If the Draft 2020 General Plan is adopted, a Statement of Overriding Considerations must be adopted with respect to these significant, unavoidable impacts.

The following alternatives to the Draft 2020 General Plan are considered:

- Alternative 1: No Project Alternative (assumes existing General Plan remains effective)
- Alternative 2: No Adoption of Policies for Eliminating Nonconforming Uses
- Alternative 3: No Establishment of a Mixed-Use Pedestrian District in Downtown

None of the above alternatives involves an alternative location. The policies and programs of the proposed project are specific to the geographic location of Baldwin Park. Implementation of the Draft 2020 General Plan at an alternative location would be unachievable.

The alternatives analyzed in this EIR are general in nature, as is the proposed project. The degree of specificity used in the alternatives analysis is related to the programmatic approach used in the analysis of the Draft 2020 General Plan. Development across the entire Planning Area is addressed in the alternatives analysis, rather than specific development projects.

Table 19 at the end of this section compares the environmental impacts that will result from implementation of the Draft 2020 General Plan to those associated with each project alternative. The table indicates whether the impacts are more or less significant than the impacts associated with the Draft 2020 General Plan.

Of the projects analyzed, Alternative 1 is considered to be environmentally superior. The conclusions identified in Table 19 are explained in the following subsections.

Alternative 1: No Project

The No Project alternative assumes that no General Plan update would be adopted. This alternative would leave the existing General Plan in place as the City's policy document. Development would continue to occur within the planning area in accordance with the existing Plan. Future development under this alternative would result in less development than under the Draft 2020 General Plan. In particular, residential development would be lower under this alternative, as new opportunities for residential growth would not be accommodated in the Downtown and along Ramona Boulevard and would instead be limited to intensification within existing residential neighborhoods.

The benefits of long-range planning would be eliminated under the No Project alternative. The Draft 2020 General Plan contains a series of policies and programs to minimize the impact of future development on environmental quality, and to address quality of life issues which have arisen as a result of past development practices. Under the No Project alternative, the City will be unable to achieve goals related to expanding economic activities through the implementation of economic development policies and by emphasizing the need for new commercial development along the I-10 Freeway corridor and in the Downtown. While the existing General Plan provides for comparable levels of commercial and industrial growth as the proposed General Plan, the existing Plan lacks an economic development strategy to facilitate and stimulate such growth.

Air Quality

Because this alternative would accommodate less development in the Planning Area than the Draft 2020 General Plan, air quality impacts would be reduced. While the increase over time in emissions from stationary and mobile sources would be significant compared to existing non-attainment conditions, the impact of this alternative will be slightly less than the impact of development under the Draft 2020 General Plan.

Utilities/Service Systems

The demand for utility services such as domestic water, wastewater, and solid waste disposal is likely to continue to increase over time, regardless of whether significant new development occurs within the City. However, because the Draft 2020 General Plan provides for the addition of new dwelling units, the associated demand for such services would be greater under the Draft 2020 General Plan than it would be under this alternative. The impacts to utility and service systems under this alternative would be reduced, although no significant impacts to water and wastewater systems are associated with Draft 2020 General Plan implementation.

Traffic/Transportation

Implementation of this alternative would result in the generation of fewer new trips compared to the Draft 2020 General Plan. However, the beneficial effects of the Draft 2020 General Plan, such as the designation of a Mixed-Use pedestrian district, and the paths and linkages created by the Urban Design Element to encourage pedestrian travel, would not occur. Under the No Project alternative, existing deficiencies related to pedestrian circulation would remain.

Recreation

The City currently is deficient in park lands and recreational opportunities. One of the Draft 2020 General Plan goals is to improve the current situation by expanding parks, open space, and recreational resources for City residents. Under the No Project alternative, none of the Draft 2020 General Plan policies and programs aimed at creating additional recreation opportunities for Baldwin Park residents would be implemented. Increases in the demand for local park and recreation resources could therefore potentially fail to be met. However, this alternative would generate a reduced demand for parks and recreational facilities relative to the 2020 General Plan.

Population/Housing

Implementation of this alternative would result in a greater population/housing impact than the Draft 2020 General Plan. The existing Plan accommodates limited residential growth through intensification in existing residential areas not currently developed to maximum densities. The Draft 2020 General Plan provides increased opportunities for housing in the Downtown, along Ramona Boulevard, and in several other focused locations in the City. Provision of additional housing opportunities is important to address regional housing needs and to accommodate future population increases.

Under the No Project alternative, nonconforming housing units would not be removed; whereas, implementation of the Draft 2020 General Plan would result in the removal of nonconforming housing units and the displacement of people. One exception is nonconforming mobile home parks, which will be required to be removed under both the existing and proposed General Plan. While the No Project alternative would avoid short-term impacts to the City's housing stock (with the exception of mobile homes), it would not avoid or reduce long-term population impacts to existing housing, nor would it improve the quality of the existing housing stock to the extent anticipated under the new Plan.

Land Use/Planning

Under this alternative, the beneficial effects of the Draft 2020 General Plan, such as the elimination of existing nonconforming residential, commercial and industrial uses and inherent land use incompatibilities, and the emphasis on the development of new commercial uses, would not occur. Development would continue to occur in accordance with existing land use policies. Although overall development would be less under the No Project alternative, the

impact under this alternative would be more significant because the benefits of long-range land use policy would not be realized.

Noise

Due to a higher level of development intensities within the Planning Area under the Draft 2020 General Plan, compared to the No Project alternative, the level of impact associated with the alternative could be expected to be reduced.

Mineral Resources

The existing General Plan, like the Draft 2020 General Plan, does not accommodate surface mining activities. Thus, both the Plan and the alternative limit access to potential aggregate resources. As indicated in Section 2.8 (Mineral Resources), this impact is not significant.

Geology and Soils

The southwest part of the City contains areas where there has been historic occurrence of liquefaction. However, because the water table in Baldwin Park is more than 50 feet deep, the potential for liquefaction is low and poses no serious development constraints within the City. Therefore, liquefaction hazards associated with the alternative are not different from those associated with the project. Standard project review practices work to avoid potential impact.

Conclusion

From an environmental impact perspective, the No Project alternative is considered environmentally superior because it would produce a reduced level of residential development compared to the 2020 General Plan, and less associated traffic, air quality, and noise impacts. However, it would continue patterns of incompatible land uses by not requiring the removal of nonconforming land uses over time.

Alternative 2: No Adoption of Policies for Eliminating Nonconforming Uses

Under this alternative, the Draft 2020 General Plan would be implemented. However, the Plan would be implemented in the absence of policies contained within the Land Use Element which are intended to work toward the gradual elimination of residential uses within areas designated and zoned for commercial or industrial development. While needed housing units and mobile homes would be preserved, potential conflicts between residential, commercial and industrial uses would not be addressed. This alternative would not reflect policies, such as the development of zoning regulations that would ensure adjacent residential neighborhoods are adequately buffered from potentially incompatible industrial uses, which are designed to address existing conditions and known hazards.

Air Quality

Air quality impacts under this alternative would be similar to those which would occur with implementation of the Draft 2020 General Plan. As with the proposed project, this alternative would result in significant, unavoidable air quality impacts. Increases in emissions over time under both the project and this alternative would generally result from increased traffic. Failure to adopt policies which eliminate nonconforming uses would not substantially effect the level of significance of the air quality impact.

Utilities/Service Systems

The level of significance of utilities and services impacts under this alternative would be similar to those associated with the Draft 2020 General Plan. The failure to eliminate nonconforming residential uses would result in more persons residing within the Planning Area than would be expected under the Draft 2020 General Plan. However, the approximate loss of housing units would be 122 mobile home units. Therefore, the extent to which the overall population increase would impact utilities and related services is not substantially different than it would be under implementation of the Draft 2020 General Plan.

Population and Housing

This alternative will eliminate the short-term displacement of people resulting from the elimination of nonconforming commercial and residential uses, and the long-term loss of housing units located within industrial areas. This alternative will not, however, permit the occurrence of the beneficial impact of removing people from areas supporting largely industrial uses. Additional housing units will be constructed under both the Draft 2020 General Plan and under this alternative to accommodate the projected future population increase within the City. This alternative will result in a population/housing impact similar to that which would occur with implementation of the Draft 2020 General Plan.

Land Use

This alternative would result in less land use alteration than would occur with implementation of the Draft 2020 General Plan. However, the benefits of eliminating nonconforming residential uses would not be realized under this alternative. Overall, land use impacts under this alternative would be more severe than those associated with implementation of the Draft 2020 General Plan because land use incompatibilities would not be eliminated over time.

Noise

Under this alternative, residents would not relocate from industrial areas and would continue to be exposed to high noise levels associated with industrial business activities. This condition is considered environmentally inferior compared to the Draft 2020 General Plan alternative.

Transportation/Traffic

This alternative would result in transportation/traffic impacts similar to those associated with implementation of the Draft 2020 General Plan. Retaining nonconforming residential uses within industrial areas would result in somewhat different circulation patterns than what would occur with the elimination of residential uses from certain areas. This is because traffic patterns associated with residential uses differ from patterns associated with non-residential uses. However, the overall traffic volume is not likely to differ substantially from the Draft 2020 General Plan.

Recreation

This alternative would allow residents to continue to reside within industrial areas, distanced from recreational resources sited to serve residential neighborhoods. Residents in the industrial areas would continue to have limited access to parks and community recreation facilities. The Draft 2020 General Plan policy focuses on locating people close to these resources. In this regard, this alternative is inferior to the Draft 2020 General Plan.

Mineral Resources

It is not expected that the amount and type of new development that would occur through the elimination of nonconforming uses would have any impact on the availability of the identified aggregate resources. Therefore, the impact on mineral resources from this alternative is not substantially different than it would be under implementation of the Draft 2020 General Plan.

Geology and Soils

The southwest part of Baldwin Park contains areas where there has been historic occurrence of liquefaction. The elimination of nonconforming uses in this area would not impact the potential for liquefaction. Therefore, the impact from this alternative is not substantially different than it would be under implementation of the Draft 2020 General Plan.

Conclusion

This alternative, which would support the status quo of permitting nonconforming uses to continue, does not have the potential to further reduce any environmental impact associated with the project. It is considered environmentally inferior with respect to population/housing, land use, noise, and recreation resource impacts.

Alternative 3: No Establishment of Mixed Use Pedestrian District in Downtown

The 2020 General Plan establishes a Mixed Use land use category for the Downtown and North Maine Avenue to provide opportunities for mixtures of commercial, office, and residential uses in the same building, on the same parcel of land, or side by side within the same area. No such area currently is designated Mixed Use. The incorporation of mixed-use developments in a pedestrian “core” Downtown proposed under the Draft 2020 Plan would

afford increased opportunities for high-density residential (up to 30 du/acre) in areas close to transit and the Metrolink Station. Alternative 3 would not reflect policies that allow for the benefits of a pedestrian-oriented area combined with high-density residential uses near transit centers such as the Metrolink station. In addition, the SCAG *Regional Comprehensive Plan and Guide* (RCPG) presents policies to improve the regional quality of life, including one to support local jurisdictions strategies to establish mixed-use clusters around transit stations (RCPG Policy 3.15).

Air Quality

The intent of the Mixed Use designation is to encourage symbiotic land uses in the Downtown area, providing residents the opportunity to walk to stores and places of employment, or to easily take public transit, such as at the Metrolink station which is located in this area. This type of development has the potential to reduce vehicle trips and associated air pollutant emissions. Depending upon the extent to which mixed use development is realized in the Downtown, this alternative has the potential to result in reduced air quality impacts relative to the project. By eliminating the Mixed Use designation, Alternative 3 probably would result in a greater impact on air quality than the Draft 2020 General Plan.

Utilities/Service Systems

The Mixed Use designation potentially would result in higher-intensity residential and commercial development, more housing units and, therefore, more utility service demands compared to Alternative 3. The level of relatively increased impact would be dependent upon the amount of additional housing provided. This alternative to eliminate the Mixed Use designation would therefore probably result in less of an impact on utilities and service systems than the Draft 2020 General Plan.

Population and Housing

The Mixed Use designation in the Draft 2020 General Plan would increase the opportunities for development of approximately 250 additional housing units within the Downtown. Consequently, elimination of the Mixed Use designation under Alternative 3 would reduce future housing opportunities needed to accommodate future population growth to the area, and could result in greater household overcrowding. This alternative would therefore have a negative impact on housing and population relative to the Draft 2020 General Plan.

Land Use/Planning

The Draft 2020 General Plan creates an opportunity for complementary land uses to be developed in a cohesive manner. The Mixed Use category provides for the mixture of commercial, office, and residential uses which supports this goal. Alternative 3 would not reflect policies that allow for the benefits of a pedestrian-oriented area combined with other complementary uses. This alternative would prevent the occurrence of the beneficial uses proposed under the 2020 General Plan.

Noise

The Draft 2020 General Plan has the potential to expose additional residents to traffic noise from vehicles traveling along Ramona Boulevard and Maine Avenue. However, all new development in the City, regardless of the type or location, will need to meet current City development standards for noise attenuation. Therefore, noise impacts under Alternative 3 will be similar to those associated with Draft 2020 General Plan.

Transportation/Traffic

As noted in Section 2.3 (Air Quality), the Mixed Use category is intended to reduce traffic generation by placing people close to work and within walking distance to stores and service establishments. Alternative 3 which eliminates mixed-use development opportunities has the potential to result in more new trips compared to the Draft 2020 General Plan and, in this respect, is considered environmentally inferior.

Recreation

The Mixed Use category under the Draft 2020 General Plan would allow for more intense residential development in the Downtown area. The population increase associated with increased residential development would result in a greater demand for parks and recreational facilities than with Alternative 3. Given Baldwin Park's limited recreation resources, this alternative to eliminate Mixed Use opportunities may be considered environmentally superior to the Draft 2020 General Plan.

Mineral Resources

As with the previous alternatives, it is not expected that the amount and type of new development that would occur through mixed-use development would have any impact on the availability of aggregate resources. Therefore, the impact on mineral resources from Alternative 3 is not substantially different than it would be under implementation of the Draft 2020 General Plan.

Geology and Soils

The Downtown area in which the mixed-use development would occur is not located within identified liquefaction hazard areas. Therefore, the impact from this alternative is not substantially different than it would be under implementation of the Draft 2020 General Plan.

Table 19
Comparison of Impacts to Draft 2020 General Plan Alternatives

Impact Category	Project Alternative		
	1 (No General Plan Update)	2 (No Elimination of Nonconforming Uses)	3 (No Mixed Use Development)
Air Quality	Future year emissions would be significant compared to existing non-attainment conditions, so impact will be less than under the 2020 General Plan.	As with the Draft 2020 General Plan, this alternative would result in significant, unavoidable air quality impacts. Impacts will be similar to that associated with the 2020 General Plan.	Impacts under this alternative would be more severe than those under the 2020 General Plan, since the Mixed-Use designation has the potential to reduce vehicle trips and associated air pollutant emissions.
Utilities/ Service Systems	The associated demand for services would be greater under the 2020 General Plan. Impact will be less than under the 2020 General Plan.	The extent to which overall population increase would impact utilities and related services is not significantly different than it would be under implementation of the 2020 General Plan.	Fewer housing units would be provided under this impact. Therefore, this alternative would result in a lesser impact on utilities and service system than the 2020 General Plan.
Population/ Housing	Provision of additional housing is important to address regional housing needs and accommodate future population increases. In addition, nonconforming housing units (except for mobile home units) would not be removed. Would result in a greater impact than would occur under the 2020 General Plan.	Additional housing units will be constructed under both the 2020 General Plan and this alternative to accommodate projected future population increase within the City. Would result in an impact similar to that which would occur under the 2020 General Plan.	Elimination of the Mixed-Use designation would reduce future housing opportunities needed to accommodate future population growth. Would result in a greater impact than the 2020 General Plan.
Land Use	Development would continue to occur in accordance with existing land use policies. Overall, land use impacts would be more significant than under the 2020 General Plan.	Under this alternative, land use incompatibilities would not be eliminated over time. This condition is considered environmentally inferior compared to the 2020 General Plan alternative.	This alternative would not reflect policies that allow for the benefits of a pedestrian oriented area combined with other complementary uses. Would result in impacts that would be greater than those under the proposed 2020 General Plan.

Table 19
 Comparison of Impact to Draft 2020 General Plan Alternatives (Continued)

Impact Category	Project Alternative		
	1 (No General Plan Update)	2 (No Elimination of Nonconforming Uses)	3 (No Mixed Use Development)
Noise	Due to increased development intensities, construction activities, and traffic within the Planning Area under the 2020 General Plan, noise impacts under this alternative would be less.	Under this alternative, residents would not relocate from industrial areas. This condition is considered environmentally inferior compared to the 2020 General Plan alternative.	All new development in the Planning Area will need to meet current City development standards for noise attenuation. Impacts will be similar to that associated with the 2020 General Plan.
Transportation/Traffic	Would result in the generation of fewer new trips than would occur under the 2020 General Plan. However, the beneficial effects of the Draft 2020 General Plan, such as the designation of a Mixed-Use area with a pedestrian district, would not occur. Overall, impacts would be more significant than under the 2020 General Plan.	Would result in impacts similar to those associated with the 2020 General Plan. Retaining nonconforming uses within industrial areas would result in somewhat different circulation patterns than would occur with their elimination. However, the overall traffic volume is not likely to differ significantly.	This alternative would potentially increase the number of trips. In this respect, this alternative would result in impacts that would be greater than those under the 2020 General Plan.
Recreation	This alternative generates less of a demand for parks and recreational facilities than does development under the 2020 General Plan. Thus impact would be less significant than under the 2020 General Plan.	This alternative would allow residents to continue to reside within industrial areas, distanced from recreational resources. 2020 General Plan policy focuses on locating people close to these resources. In this regard, the alternative is inferior to the 2020 General Plan.	The population increase associated with increased residential development in the mixed-use area would result in a greater demand for parks and recreational facilities. Given the City's limited recreation resources, this alternative will have less impact than the 2020 General Plan.

Impact Category	Project Alternative		
	1 (No General Plan Update)	2 (No Elimination of Nonconforming Uses)	3 (No Mixed Use Development)
Mineral Resources	The area is nearly fully built-out with urban uses that are incompatible with mineral extraction. Would result in a similar impact as would occur in the 2020 General Plan.	It is not expected that the elimination of nonconforming uses would have any impact on the availability of identified aggregate resources. The impact is not significantly different than it would be under implementation of the Draft 2020 General Plan.	It is not expected that the amount and type of new development that would occur through mixed-use development would have any impact on the availability of the identified aggregate resources. Therefore, impact is no different than it would be under implementation of the Draft 2020 General Plan.
Geology/Soils	Potential for liquefaction is low. Would result in a similar impact as would occur in the 2020 General Plan.	Elimination of nonconforming uses in this area would not impact the potential for liquefaction. The impact is not significantly different than it would be under implementation of the Draft 2020 General Plan.	The downtown area in which the mixed-use development would occur is not located in the identified liquefaction areas of the City. Therefore, impact is no different than it would be under implementation of the 2020 General Plan.

Conclusion

Establishing a Mixed Use designation and pedestrian “core” Downtown has the potential to reduce air quality and traffic impacts relative to the Draft 2020 General Plan. Therefore, Alternative 3 to eliminate mixed-use opportunities would result in greater air quality and traffic impacts. Impacts on utility systems and recreation resources under the No Mixed Use alternative would be less due to lower population associated with fewer opportunities for housing growth. All other impacts would be comparable to those associated with implementation of the Draft 2020 General Plan.

Choice Among Alternatives

Compared to the Draft 2020 General Plan, the various environmental issues associated with each alternative will differ in degree of impact. A particular alternative may result in reduced impacts in some environmental areas but increased impacts in other areas. None of the three alternatives examined has the potential to eliminate air quality, traffic, solid waste or recreation resource impacts — the unavoidable, significant impacts associated with project implementation.

In this regard, Alternative 1 may be considered the environmentally superior alternative. However, in order to permit growth for economic reasons, it is not desirable to continue with

the current land use policy. The other alternatives have been considered but are not really feasible because they, like the No Project alternative, do not allow for much needed economic growth. In addition, the mixed-use development in the Downtown pedestrian core provided for by the Draft 2020 General Plan has the potential for reduced trip generation and associated air pollutant emissions.

4.0 Long-Term Effects

Program Final Environmental Impact Report
City of Baldwin Park 2020 General Plan



4.0 Long-term Effects

Significant Irreversible Environmental Changes

The Draft 2020 General Plan will allow for additional infill development on vacant properties within Baldwin Park, as well as the overall intensification of existing residential and non-residential development. The Plan also proposes the removal of nonconforming uses from residential, commercial, and industrial areas. In general, the irreversible land use changes resulting from the adoption and implementation of the Draft 2020 General Plan will be beneficial rather than detrimental because the changes will:

- Maintain a balanced mix and distribution of land uses throughout Baldwin Park.
- Focus new revenue-generating development in those areas of the City with high visibility.
- Accommodate new development that is compatible with and complements existing land uses.
- Work toward the gradual elimination of nonconforming land uses.
- Create a sense of identity and place for Baldwin Park within the San Gabriel Valley.
- Provide for the revitalization of deteriorating land uses and properties.

The land uses permitted by the Draft 2020 General Plan will not pose any danger of environmentally significant accidents.

Traffic circulation patterns governed by the local street network are expected to remain relatively unchanged after implementation of the Draft 2020 General Plan.

The irreversible commitment of building materials required for the rehabilitation and/or construction of residential, commercial, and industrial developments, as well as the supporting infrastructure, is implicit with the adoption of the Draft 2020 General Plan. The commitment of such resources is to be expected, however, unless no new construction or rehabilitation activity is to occur in the City. Incremental increases in water consumption and solid waste generation, as well as the demand for public services, are also implied in the adoption and implementation of the Draft 2020 General Plan. The updated Plan will also result in increased vehicular traffic within the City. These long-term impacts associated with the Draft 2020 General Plan, which for all practical purposes are considered irreversible, have been discussed in greater detail in the previous sections of this report.

Growth-inducing Impacts

CEQA Guidelines require a discussion of "...ways in which the proposed project could foster economic or population growth... in the surrounding environment," including the project's potential to remove obstacles to population growth. For example, the provision of major

infrastructure may encourage or facilitate other activities that could significantly affect the environment.

As discussed in prior sections of this EIR, Baldwin Park is largely a built out community, with little vacant land available for development and with a well-established street network. Similarly, properties in surrounding cities are urbanized with limited potential for growth.

The Draft 2020 General Plan does not provide for substantial growth within the community and does not include any infrastructure improvements that would facilitate development in the City or surrounding jurisdictions. The Plan allows for gradual, limited expansion of the City's housing stock and increased opportunities for commercial and industrial development, dependent upon individual property owners' abilities to redevelop existing properties to higher intensity uses.

Given the gradual, long-term nature of growth policies and the limited extent of expected growth, the proposed Draft 2020 General Plan is not considered to have growth-inducing effects in a regional context.

The Relationship Between Local Short-Term Uses of Man's Environment and the Maintenance and Long-Term Productivity

Adoption and implementation of the Draft 2020 General Plan will result in impacts on the local environment that will affect both short-term uses and the maintenance and enhancement of long-term usage of land within the City. The Draft 2020 General Plan gives direction to the long-term usage of land within the City. While the updated Plan proposes land use changes in various areas of the City, existing uses will remain until this recycling occurs.

The land use changes envisioned under the updated Plan will create additional employment opportunities for local residents and increase municipal revenues, while not significantly affecting the usage of natural resources or posing any significant long-term risks to health or safety. Furthermore, it is anticipated that these land use alternatives will result in a more efficient utilization of land and provide for the revitalization of deteriorating land uses and properties. Therefore, the Draft 2020 General Plan is expected to enhance the long-term productivity of the City's land area.

Implementation of the Draft 2020 General Plan will involve short-term construction activities at various locations across the City over the life of the Plan. These activities may create localized adverse environmental impacts. However, the measures that will be employed to mitigate these impacts should reduce these negative effects to an acceptable level. Moreover, the adverse impacts associated with construction activities will be localized and will cease with the completion of this activity and, as such, will not have an adverse impact on the maintenance and enhancement of long-term productivity.

Cumulative Effects

The state CEQA Guidelines define cumulative effects as “two or more individual effects that, when considered together, are considerable or which compound or increase other environmental impacts” (Section 15355). Cumulative effects must be considered when the project has the potential to make a substantial contribution to regional traffic volumes, regional demands for services or on resources, regional air pollutant emissions, etc.

Significant Cumulative Impacts

Traffic/Circulation

The traffic analysis for the Draft 2020 General Plan update indicated that the circulation system will experience significant impacts as a result of future traffic volumes. As development occurs both within the City and throughout the San Gabriel Valley, traffic volumes on the regional circulation system will increase and may exceed the capacity of various roads. While implementation of the policies in the Draft 2020 General Plan may reduce the cumulative traffic/circulation impact to some extent, completion of some of the recommended improvements may be infeasible due to financial constraints. Traffic generated within the City will therefore continue to contribute to overall traffic congestion in the region, and cumulative traffic impacts would be significant. These impacts cannot be mitigated to a less-than-significant level.

Air Quality

The San Gabriel Valley subregion is located in the South Coast Air Basin where pollutant levels regularly exceed state and federal air quality standards. The development forecasted for this region will be associated with increased emission levels from transportation and stationary sources. Potential cumulative air quality impacts will be partially reduced through implementation of the Southern California Air Quality Management District (SCAQMD) *Air Quality Management Plan* and air quality elements in the county and local General Plans. However, the combined emissions from the San Gabriel Valley subregion and other developed areas in the South Coast Air Basin will continue to exceed the state and federal standards. The cumulative impact to air quality is significant and cannot be mitigated to a less-than-significant level.

Recreation

Given the extent of the current deficit in parkland and other recreation facilities, utilization of available parks and facilities is anticipated to intensify substantially. As a result of heavy use, some parks and facilities in the City may deteriorate. There is no assurance that the Draft 2020 General Plan policies would be fully successful in providing additional parkland and recreation facilities to accommodate the increase demand. Therefore, cumulative impacts related to recreation must be considered significant, as no feasible measures are available to fully mitigate the significant impacts.

Solid Waste

Los Angeles County projects a shortfall in landfill capacity during the time frame of the Draft 2020 General Plan, even with full achievement of the 50 percent diversion mandated by AB939. Growth associated with buildout of the Draft 2020 General Plan would result in generation of 19,759 tons more solid waste than under current conditions, or a 27 percent increase. The City's Household Hazardous Waste and Source Reduction and Recycling Element contains policies to meet AB939 requirements for reducing the amount of generated waste. However, these policies would not eliminate the projected landfill capacity shortfall. Therefore, the cumulative impact of the Draft 2020 General Plan related to solid waste is significant and cannot be mitigated to a less-than-significant level.

5.0 Issues of No Significant Impact

Program Final Environmental Impact Report
City of Baldwin Park 2020 General Plan



5.0 Issues of No Significant Impact

The City determined through the Initial Study and Notice of Preparation process that implementation of the Draft 2020 General Plan will not result in significant impacts in the following categories of environmental concern:

- Aesthetics
- Agricultural resources
- Biological resources
- Cultural resources
- Hazards and hazardous materials
- Hydrology/Water quality
- Public services
- Mineral resources
- Geology and soils

Explanation of this determination is in the Initial Study, which is included as Appendix A of this EIR.

Subsequent to the release of the Initial Study, based on input received from the California Department of Conservation Division of Mines and Geology, it was determined that both of the following areas could have potentially significant impacts. These areas are addressed in this EIR.

- Mineral resources
- Geology and soils

6.0 Preparers of the EIR

Program Final Environmental Impact Report
City of Baldwin Park 2020 General Plan



6.0 Preparers of the EIR

Lead Agency

**City of Baldwin Park
Planning Division**
14403 East Pacific Avenue
Baldwin Park, CA 91706

Consultants to the Agency

**Cotton/Bridges/Associates
A Division of P&D Consultants**
Urban and Environmental Planning
747 East Green Street, Suite 300
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Responsibility: Overall preparation and coordination of EIR, environmental analysis

Principal-in-Charge
and Project Manager: Laura Stetson, AICP
Environmental Planners: Irena Finkelstein, AICP
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Kimberly Quinn
Graphics: Jose Rodriguez

**WPA Traffic Engineers
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23421 South Pointe Drive, Suite 190
Laguna Hills, CA 92653

Responsibility: Traffic impact analysis

Preparers: Weston S. Pringle, P.E.
Steve Sasaki, P.E. (Former staff)

7.0 Comments Received on the Draft EIR and Responses to Comments

Program Final Environmental Impact Report
City of Baldwin Park 2020 General Plan



7.0 Comments Received on the Draft EIR and Responses to Comments

This section of the Final EIR contains written comments received on the Draft EIR during the 45-day public review period (ending on September 5, 2002) and responses to those comments. A list of persons and agencies who received the Draft EIR for review is included on the following page.

The comments received are presented on the following pages in chronological order by date of correspondence. Each comment letter is identified by a number, and individual comments within each letter are coded. For example, the first comment in Letter #1 is 1-1, the second 1-2, etc. Revisions to the EIR in response to comments are identified by shading of the revised text, like this.

The following persons or agencies commented on the Baldwin Park General Plan Draft EIR:

1. Sanitation Districts of Los Angeles County. August 16, 2002.
2. Southern California Association of Governments. August 27, 2002.
3. California Department of Transportation, District 7, Regional Planning. August 30, 2002.
4. State of California, Governor's Office of Planning and Research, State Clearinghouse. September 6, 2002. (No response to this letter is required.)

Insert mailing list here

Baldwin Park GP 988.02
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LETTER #1

COUNTY SANITATION DISTRICTS
OF LOS ANGELES COUNTY

JAMES F. STAHL
Chief Engineer and General Manager

August 16, 2002

File No: 15-00.04-00

Ms. Amy Harbin, Principal Planner
Planning Division
City of Baldwin Park
14403 East Pacific Avenue
Baldwin Park, CA 91706

RECEIVED
AUG 21 2002
CITY OF BALDWIN PARK
PLANNING DIVISION

Dear Ms. Harbin:

Baldwin Park General Plan Update

The County Sanitation Districts of Los Angeles County (Districts) received a Draft Environmental Impact Report for the subject project on July 24, 2002. The City of Baldwin Park (City) is located within the jurisdictional boundaries of District No. 15. We offer the following comments regarding sewerage service:

All information concerning Districts' facilities and sewerage service contained in the document is currently complete and accurate. | 1-1

Individual developments within the City should be reviewed by the Districts in order to determine whether or not sufficient trunk sewer capacity exists to serve each project. | 1-2

If you have any questions, please contact the undersigned at (562) 699-7411, extension 2717.

Very truly yours,

James F. Stahl

Ruth I. Frazen
Engineering Technician
Planning & Property Management Section

RIF:eg

1. Sanitation Districts of Los Angeles County. August 16, 2002.

1-1 The comment is acknowledged. No further response is required.

1-2 As part of the City's standard review process of development proposals and applications, an assessment of existing sewer capacity is required. This practice will continue. As indicated on page 75 of the EIR, long-term sewer capacity is not a significant environmental issue.

LETTER # 2

SOUTHERN CALIFORNIA



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Orange County: Charles Smith, Orange County • Ron Bates, Los Alamitos • Ralph Bauer, Huntington Beach • Art Brown, Brea • Lou Bone, Tustin • Elizabeth Cowan, Costa Mesa • Cathryn DeYoung, Laguna Niguel • Richard Dixon, Lake Forest • Alta Duke, La Palma • Shirley McCracken, Anaheim • Bev Perry, Brea • Tod Ridgeway, Newport Beach

Riverside County: Bob Buster, Riverside County • Ron Loversidge, Riverside • Greg Petas, Cathedral City • Ron Roberts, Temecula • Jan Rudman, Corona • Charles White, Moreno Valley

San Bernardino County: Jon Mikels, San Bernardino County • Bill Alexander, Rancho Cucamonga • Lee Ann Garcia, Grand Terrace • Bob Hunter, Victorville • Susan Lien, San Bernardino • Gary Oviatt, Ontario • Debra Robertson, Rialto

Ventura County: Judy Mikels, Ventura County • Glen Becerra, Simi Valley • Carl Morehouse, San Buenaventura • Tom Young, Port Hueneme

Riverside County Transportation Commission: Robus Lowe, Hemet

Ventura County Transportation Commission: Bill Davis, Simi Valley

August 27, 2002

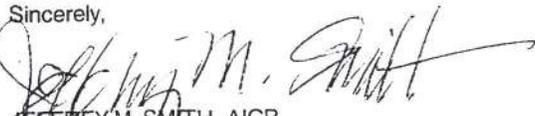
Ms. Amy Harbin
Principal Planner
City of Baldwin Park
14403 E. Pacific Avenue
Baldwin Park, CA 91706

RE: **Comments on the Draft Environmental Impact Report for the City of Baldwin Park General Plan Update - SCAG No. I 20020390**

Dear Ms. Harbin:

Thank you for submitting the **Draft Environmental Impact Report for the City of Baldwin Park General Plan Update** to SCAG for review and comment. As areawide clearinghouse for regionally significant projects, SCAG reviews the consistency of local plans, projects, and programs with regional plans.

This activity is based on SCAG's responsibilities as a regional planning organization pursuant to state and federal laws and regulations. Guidance provided by these reviews is intended to assist local agencies and project sponsors to take actions that contribute to the attainment of regional goals and policies. If you have any questions regarding the attached comments, please contact me at (213) 236-1867. Thank you.

Sincerely,

JEFFREY M. SMITH, AICP
Senior Regional Planner
Intergovernmental Review

**COMMENTS ON THE
DRAFT ENVIRONMENTAL IMPACT REPORT
FOR THE
CITY OF BALDWIN PARK
GENERAL PLAN UPDATE
SCAG NO. I 20020390**

PROJECT DESCRIPTION

The proposed Project consists of a General Plan Update for the City of Baldwin Park in Los Angeles County.

INTRODUCTION TO SCAG REVIEW PROCESS

The document that provides the primary reference for SCAG's project review activity is the Regional Comprehensive Plan and Guide (RCPG). The RCPG chapters fall into three categories: core, ancillary, and bridge. The Growth Management (adopted June 1994), Regional Transportation Plan (adopted April 2001), Air Quality (adopted October 1995), Hazardous Waste Management (adopted November 1994), and Water Quality (adopted January 1995) chapters constitute the core chapters. These core chapters respond directly to federal and state planning requirements. The core chapters constitute the base on which local governments ensure consistency of their plans with applicable regional plans under CEQA. The Air Quality and Growth Management chapters contain both core and ancillary policies, which are differentiated in the comment portion of this letter. The Regional Transportation Plan (RTP) constitutes the region's Transportation Plan. The RTP policies are incorporated into the RCPG.

2-1

Ancillary chapters are those on the Economy, Housing, Human Resources and Services, Finance, Open Space and Conservation, Water Resources, Energy, and Integrated Solid Waste Management. These chapters address important issues facing the region and may reflect other regional plans. Ancillary chapters, however, do not contain actions or policies required of local government. Hence, they are entirely advisory and establish no new mandates or policies for the region.

Bridge chapters include the Strategy and Implementation chapters, functioning as links between the Core and Ancillary chapters of the RCPG.

Each of the applicable policies related to the proposed project are identified by number and reproduced below in italics followed by SCAG staff comments regarding the consistency of the Project with those policies.

SUMMARY OF SCAG STAFF COMMENTS

1. The Draft EIR addresses the relationship of the proposed project to **applicable regional plans** as required by Section 15125 [d] of *Guidelines for Implementation of the California Environmental Quality Act*. 2-2
2. The Final EIR should address the relationships (consistency with core policies and support of ancillary policies) to SCAG's Regional Comprehensive Plan and Guide, utilizing commentary from the following detailed SCAG staff comments. The response should also discuss any inconsistencies between the proposed project and applicable regional plans. We suggest that you identify the specific policies, by policy number, with a discussion of consistency or support with each policy. 2-3

CONSISTENCY WITH REGIONAL COMPREHENSIVE PLAN AND GUIDE POLICIES

The Growth Management Chapter (GMC) of the Regional Comprehensive Plan and Guide contains a number of policies that are particularly applicable to the City of Baldwin Park General Plan Update.

Core Growth Management Policies

- 3.01 *The population, housing, and jobs forecasts, which are adopted by SCAG's Regional Council and that reflect local plans and policies, shall be used by SCAG in all phases of implementation and review.*

SCAG staff comments. The Draft EIR references the adopted 2001 RTP growth forecasts for the City of Baldwin Park. The Project is consistent with this core RCPG policy. 2-4

- 3.03 *The timing, financing, and location of public facilities, utility systems, and transportation systems shall be used by SCAG to implement the region's growth policies.*

GMC POLICIES RELATED TO THE RCPG GOAL TO IMPROVE REGIONAL STANDARD OF LIVING

The Growth Management goals to develop urban forms that enable individuals to spend less income on housing cost, that minimize public and private development costs, and that enable firms to be competitive, strengthen the regional strategic goal to stimulate the

regional economy. The evaluation of the proposed project in relation to the following policies would be intended to guide efforts toward achievement of such goals and does not infer regional interference with local land use powers

3.05 Encourage patterns of urban development and land use, which reduce costs on infrastructure construction and make better use of existing facilities.

SCAG staff comments. The Draft EIR in Sections 2.4 (Transportation and Traffic) and 2.6 (Utilities/Service Systems) acknowledges that the Project will maximize the use of existing infrastructure and improve infrastructure deficiencies to meet the needs of the proposed Project. In addition, increases in demand for services will occur gradually as additional development takes place. Goals and policies outlined in the General Plan are supportive of this SCAG policy. The Project is supportive of this ancillary RCPG policy.

2-5

3.09 Support local jurisdictions' efforts to minimize the cost of infrastructure and public service delivery, and efforts to seek new sources of funding for development and the provision of services.

SCAG staff comments. See SCAG comments on policy 3.05. The Project is supportive of this ancillary RCPG policy.

2-6

3.10 Support local jurisdictions' actions to minimize red tape and expedite the permitting process to maintain economic vitality and competitiveness.

SCAG staff comments. The Draft EIR only addresses subjects that may have adverse environmental impacts. It is written in a concise manner, where all possible adverse impacts are mitigated this will help minimize red tape, and help maintain the economic vitality and competitiveness of the City of Baldwin Park. In addition, the Draft EIR, includes a number of Project and General Plan goals, policies, and programs, which will also help to minimize red tape, and help maintain the economic vitality and competitiveness of the City of Baldwin Park. The Project is supportive of this ancillary RCPG policy.

2-7

GMC POLICIES RELATED TO THE RCPG GOAL TO IMPROVE THE REGIONAL QUALITY OF LIFE

The Growth Management goals to attain mobility and clean air goals and to develop urban forms that enhance quality of life, that accommodate a diversity of life styles, that preserve open space and natural resources, and that are aesthetically pleasing and preserve the character of communities, enhance the regional strategic goal of maintaining

the regional quality of life. The evaluation of the proposed project in relation to the following policies would be intended to provide direction for plan implementation, and does not allude to regional mandates.

- 3.12 *Encourage existing or proposed local jurisdictions' programs aimed at designing land uses which encourage the use of transit and thus reduce the need for roadway expansion, reduce the number of auto trips and vehicle miles traveled, and create opportunities for residents to walk and bike.*

SCAG staff comments. The Draft EIR does not include a discussion on land uses that encourages the coordination and implementation of transit and transit facilities, and bikeways, pedestrian and/or equestrian trails. It would be helpful if the Final EIR would provide a discussion and address the manner in which the Project is supportive or detracts from the achievement of this policy. Based on the information provided in the Draft EIR, we are unable to determine if the Project is supportive of this ancillary RCPG policy.

2-8

- 3.17 *Support and encourage settlement patterns, which contain a range of urban densities.*

SCAG staff comments. The Draft EIR in Section 1.0 (Project Description) identifies ranges of urban densities. The Project is supportive of this ancillary RCPG policy.

2-9

- 3.18 *Encourage planned development in locations least likely to cause adverse environmental impact.*

SCAG staff comments. The Project is proposed in a manner, which will minimize adverse environmental impacts. Mitigation measures included in the Draft EIR have been developed to address Project impacts. The City of Baldwin Park should carefully consider the adequacy of these measures. The Project is supportive of this ancillary RCPG policy.

2-10

- 3.22 *Discourage development, or encourage the use of special design requirements, in areas with steep slopes, high fire, flood, and seismic hazards.*

SCAG staff comments. The Draft EIS in Section 2.9 (Geology and Soils) identifies potential impacts related to seismic activity including liquefaction. General Plan policies include the implementation of building codes, studies, specific requirements and/or project design. The Project is supportive of this ancillary RCPG policy.

2-11

- 3.23 *Encourage mitigation measures that reduce noise in certain locations, measures aimed at preservation of biological and ecological resources, measures that would reduce exposure to seismic hazards, minimize earthquake damage, and to develop emergency response and recovery plans*

SCAG staff comments. The Draft EIR in Section 2.5 (Noise) acknowledges potential noise impacts related to vehicular, stationary and construction activities. Mitigation measures and General Plan policies recommended in this Section have been developed to address identified impacts. The Project is supportive of this ancillary RCPG policy.

2-12

GMC POLICIES RELATED TO THE RCPG GOAL TO PROVIDE SOCIAL, POLITICAL, AND CULTURAL EQUITY

The Growth Management Goal to develop urban forms that avoid economic and social polarization promotes the regional strategic goal of minimizing social and geographic disparities and of reaching equity among all segments of society. The evaluation of the proposed project in relation to the policy stated below is intended guide direction for the accomplishment of this goal, and does not infer regional mandates and interference with local land use powers.

- 3.24 *Encourage efforts of local jurisdictions in the implementation of programs that increase the supply and quality of housing and provide affordable housing as evaluated in the Regional Housing Needs Assessment.*

SCAG staff comments. The Draft EIR, in Section 1.0 (Project Description) provides a discussion on residential land uses. The discussion suggests that there is the potential for up to 1,759 dwelling units over the long term. The Draft EIR, however, does not provide a discussion on programs that could increase the supply and quality of housing and the provision of affordable housing. It would be helpful if the Final EIR would provide a discussion and address the manner in which the Project is supportive or detracts from the achievement of this policy. Based on the information provided in the Draft EIR, the Project is partially supportive of this ancillary RCPG policy.

2-13

- 3.27 *Support local jurisdictions and other service providers in their efforts to develop sustainable communities and provide, equally to all members of society, accessible and effective services such as: public education, housing, health care, social services, recreational facilities, law enforcement, and fire protection.*

SCAG staff comments. The Draft EIR, in Section 2.7 (Recreation) acknowledges

that the potential build out of the General Plan would have impacts on parks. Mitigation measures and General Plan Policies are recommended to address impacts to parks. The Project is supportive of this ancillary RCPG policy. 2-14

REGIONAL TRANSPORTATION PLAN

The Regional Transportation Plan (RTP) also has goals, objectives, policies and actions pertinent to this proposed project. This RTP links the goal of sustaining mobility with the goals of fostering economic development, enhancing the environment, reducing energy consumption, promoting transportation-friendly development patterns, and encouraging fair and equitable access to residents affected by socio-economic, geographic and commercial limitations. Among the relevant goals, objectives, policies and actions of the RTP are the following:

Core Regional Transportation Plan Policies

4.01 *Transportation investments shall be based on SCAG's adopted Regional performance Indicators.*

SCAG staff comments. The Draft EIR does not provide a discussion on Transportation investments based on the following SCAG adopted Regional Performance Indicators: 2-15

Mobility - *Transportation Systems should meet the public need for improved access, and for safe, comfortable, convenient, faster and economical movements of people and goods.*

- *Average Work Trip Travel Time in Minutes – 25 minutes (Auto)*
- *PM Peak Freeway Travel Speed – 45 minutes (Transit)*
- *PM Peak Non-Freeway Travel Speed*
- *Percent of PM Peak Travel in Delay (Fwy)*
- *Percent of PM Peak Travel in Delay (Non-Fwy)*

Accessibility - *Transportation system should ensure the ease with which opportunities are reached. Transportation and land use measures should be employed to ensure minimal time and cost.*

- *Work Opportunities within 45 Minutes door to door travel time (Mode Neutral)*
- *Average transit access time*

Environment - *Transportation system should sustain development and preservation of the existing system and the environment. (All Trips)*

- *CO, ROG, NOx, PM10, PM2.5 – Meet the applicable SIP Emission Budget and*

the Transportation Conformity requirements

Reliability – Transportation system should have reasonable and dependable levels of service by mode. (All Trips)

- Transit – 63%
- Highway – 76%

Safety - Transportation systems should provide minimal accident, death and injury. (All Trips)

- Fatalities Per Million Passenger Miles – 0
- Injury Accidents – 0

Equity/Environmental Justice - The benefits of transportation investments should be equitably distributed among all ethnic, age and income groups. (All trips)

- By Income Groups Share of Net Benefits – Equitable Distribution of Benefits among all Income Quintiles

Cost-Effectiveness - Maximize return on transportation investment (All Trips). Air Quality, Mobility, Accessibility and Safety

- Return on Total Investment – Optimize return on Transportation Investments

The Final EIR should address the manner in which the Project is supportive of or detracts from the achievement of the seven core RTP objectives. Based on the information provided, we are unable to determine whether the Project is consistent with this core RCPG policy. 2-15
(cont.)

4.04 *Transportation Control Measures shall be a priority.*

SCAG staff comments. The Draft EIR does not include a discussion on the City's development and implementation of Transportation Demand or System Management strategies, to extend or preserve capacity on existing roadways. It would be helpful if the Final EIR would provide a discussion and address the manner in which the Project is supportive or detracts from the achievement of this policy. Based on the information provided in the Draft EIR, we are unable to determine if the Project is consistent with this core RCPG policy. 2-16

AIR QUALITY CHAPTER CORE ACTIONS

The Air Quality Chapter (AQC) core actions that are generally applicable to the Project are as follows:

- 5.07 *Determine specific programs and associated actions needed (e.g., indirect source rules, enhanced use of telecommunications, provision of community based shuttle services, provision of demand management based programs, or vehicle-miles-traveled/emission fees) so that options to command and control regulations can be assessed.*

SCAG staff comments. The Draft EIR fails to adequately address the extent to which the Project considers the implementation of telecommunications, community based shuttle services, demand management based programs or vehicle-miles-traveled/emission fees. It would be helpful if the Final EIR would provide a discussion and address the manner in which the Project is supportive or detracts from the achievement of this policy. Based on the information provided in the Draft EIR, we are unable to determine if the Project is consistent with this core RCPG policy.

2-17

- 5.11 *Through the environmental document review process, ensure that plans at all levels of government (regional, air basin, county, subregional and local) consider air quality, land use, transportation and economic relationships to ensure consistency and minimize conflicts.*

SCAG staff comments. The Draft EIR, in Section 2.3 (Air Quality) discusses the consistency of the proposed Project with regional and local air quality policies and includes mitigation measures for impacts to air quality related to short and long term construction and operation impacts. The Project is consistent with this core RCPG policy.

2-18

WATER QUALITY CHAPTER RECOMMENDATIONS AND POLICY OPTIONS

The Water Quality Chapter core recommendations and policy options relate to the two water quality goals: to restore and maintain the chemical, physical and biological integrity of the nation's water; and, to achieve and maintain water quality objectives that are necessary to protect all beneficial uses of all waters.

- 11.07 *Encourage water reclamation throughout the region where it is cost-effective, feasible, and appropriate to reduce reliance on imported water and wastewater discharges. Current administrative impediments to increased use of wastewater should be addressed.*

SCAG staff comments. The Draft EIR, in Section 2.6 (Utilities/Service Systems) includes a mitigation measure that encourages the use and production of reclaimed water. The Project is consistent with this core RCPG policy.

2-19

CONCLUSIONS

1. As noted in the staff comments, the Draft Environmental Impact Report for the City of Rancho Santa Margarita General Plan is consistent with or supports many of the core and ancillary policies in the Regional Comprehensive Plan and Guide.

2-20

Based on the information in the Draft EIR, we are unable to determine whether the Project is consistent with core policies 4.01, 4.04 and 5.07. Based on the information in the Draft EIR, we are unable to determine whether the Project is supportive of ancillary policy 3.12. In addition, the Project is partially supportive of ancillary policy 3.24.

2. As noted in the Summary of SCAG Staff Comments, the Final EIR should address the relationships (consistency with core policies and support of ancillary policies) to SCAG's Regional Comprehensive Plan and Guide and discuss any inconsistencies between the proposed project and applicable regional plans.

2-21

3. All feasible measures needed to mitigate any potentially negative regional impacts associated with the proposed project should be implemented and monitored, as required by CEQA.

2-22

ENDNOTE

SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS

Roles and Authorities

THE SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS (SCAG) is a *Joint Powers Agency* established under California Government Code Section 6502 et seq. Under federal and state law, SCAG is designated as a Council of Governments (COG), a Regional Transportation Planning Agency (RTPA), and a Metropolitan Planning Organization (MPO). SCAG's mandated roles and responsibilities include the following:

SCAG is designated by the federal government as the Region's *Metropolitan Planning Organization* and mandated to maintain a continuing, cooperative, and comprehensive transportation planning process resulting in a Regional Transportation Plan and a Regional Transportation Improvement Program pursuant to 23 U.S.C. '134, 49 U.S.C. '5301 et seq., 23 C.F.R. '450, and 49 C.F.R. '613. SCAG is also the designated *Regional Transportation Planning Agency*, and as such is responsible for both preparation of the Regional Transportation Plan (RTP) and Regional Transportation Improvement Program (RTIP) under California Government Code Section 65080 and 65082 respectively.

SCAG is responsible for developing the demographic projections and the integrated land use, housing, employment, and transportation programs, measures, and strategies portions of the *South Coast Air Quality Management Plan*, pursuant to California Health and Safety Code Section 40460(b)-(c). SCAG is also designated under 42 U.S.C. '7504(a) as a *Co-Lead Agency* for air quality planning for the Central Coast and Southeast Desert Air Basin District.

SCAG is responsible under the Federal Clean Air Act for determining *Conformity* of Projects, Plans and Programs to the State Implementation Plan, pursuant to 42 U.S.C. '7506.

Pursuant to California Government Code Section 65089.2, SCAG is responsible for *reviewing all Congestion Management Plans (CMPs) for consistency with regional transportation plans* required by Section 65080 of the Government Code. SCAG must also evaluate the consistency and compatibility of such programs within the region.

SCAG is the authorized regional agency for *Inter-Governmental Review* of Programs proposed for federal financial assistance and direct development activities, pursuant to Presidential Executive Order 12,372 (replacing A-95 Review).

SCAG reviews, pursuant to Public Resources Code Sections 21083 and 21087, Environmental Impacts Reports of projects of regional significance for consistency with regional plans [California Environmental Quality Act Guidelines Sections 15206 and 15125(b)].

Pursuant to 33 U.S.C. '1288(a)(2) (Section 208 of the Federal Water Pollution Control Act), SCAG is the authorized *Areawide Waste Treatment Management Planning Agency*.

SCAG is responsible for preparation of the *Regional Housing Needs Assessment*, pursuant to California Government Code Section 65584(a).

SCAG is responsible (with the Association of Bay Area Governments, the Sacramento Area Council of Governments, and the Association of Monterey Bay Area Governments) for preparing the *Southern California Hazardous Waste Management Plan* pursuant to California Health and Safety Code Section 25135.3.

Revised July 2001

LETTER #3

DEPARTMENT OF TRANSPORTATION
 DISTRICT 7, REGIONAL PLANNING
 IGR/CEQA BRANCH
 120 SO. SPRING ST.
 LOS ANGELES, CA 90012
 PHONE (213) 897-6536
 FAX (213) 897-1337



*Flex your power!
 Be energy efficient!*

Ms. Amy Harbin, Principal Planner
 Planning Department
 City of Baldwin Park
 14403 E. Pacific Ave.
 Baldwin Park, CA. 91706

RE: IGR/CEQA# 020757NY
 DEIR/General Plan Update
 LA/10,605

August 30, 2002

Dear Ms. Harbin:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the City's General Plan Update DEIR.

Our letter of January 13, 1999 referenced as IGR/CEQA980122NY has asked your agency to assume build-out of the proposed update and have a complete traffic study/analysis as reiterated in Items 1-5 including I-10 and Route 605. Unfortunately none of the items in our request has been addressed, therefore Caltrans does not agree with the existing traffic report in the DEIR document and we ask you to prepare a report that will address those items in detail.

3-1

For your convenience those items are repeated in a new format as follows:

Please reference the Department's **Traffic Impact Study Guideline** on the Internet at <http://www.dot.ca.gov/hq/traffops/developserv/operationalsystems/reports/tisguide.pdf>

1. a) Presentations of assumptions and methods used to develop trip generation, trip distribution, choice of travel mode, and assignments of trips to Routes 10 & 605. Also,
2. b) Consistency of project travel modeling with other regional and local modeling forecasts and with travel data. The IGR/CEQA office may use indices to check results. Differences or inconsistencies must be thoroughly explained.

3-2

2. Southern California Association of Governments. August 27, 2002.

- 2-1 This comment is an introductory comment that identifies the regional documents relevant to long-range planning in the SCAG region. The Baldwin Park Draft General Plan references these documents, and they have been considered in the development of General Plan goals and policies. On page xiii of the EIR, the most relevant documents are referenced as well. The comment does not raise any particular issue with regard to the General Plan EIR. Thus, no further response is required.
- 2-2 As noted above, applicable regional plans are referenced on page xiii of the EIR, as acknowledged in the comment. No further response is required.
- 2-3 This comment summarizes subsequent detailed comments made in the balance of the SCAG letter. The responses below directly address the detailed comments.
- 2-4 The City acknowledges the comment regarding EIR consistency with SCAG policies. No further response is required.
- 2-5 The City acknowledges the comment regarding EIR consistency with SCAG policies. No further response is required.
- 2-6 The City acknowledges the comment regarding EIR consistency with SCAG policies. No further response is required.
- 2-7 The City acknowledges the comment regarding EIR consistency with SCAG policies. No further response is required.
- 2-8 The Circulation Element of the General Plan includes several policies that address public transportation and support alternative transportation modes, as presented on pages 59 through 63 of the EIR. The most relevant goals and policies are:
- Goal 3.0 Encourage increased use of public transportation.
 - Policy 3.1 Work with the MTA to establish bus stops at appropriate locations throughout the City to adequately serve retail, employment, rail and other public gathering areas.
 - Policy 3.2 Provide lighted, sheltered bus stops to encourage transit use.
 - Policy 3.3 Continue to support the City Transit system which serves to provide a viable alternative to the automobile and to reduce traffic trips
 - Policy 3.4 Provide convenient access to and adequate parking for the City's Metrolink station to increase utilization of the Metrolink system by both commuters and visitors to the Baldwin Park area.

Goal 4.0 Accommodate alternative modes of transportation in land use and circulation planning.

Policy 4.1 Provide for a Citywide bicycle path system consistent with Figure C-4 (*in the Circulation Element*) that can be implemented in a safe and efficient manner.

Policy 4.2 Continue funding City programs which provide for sidewalk construction in residential neighborhoods where sidewalks do not exist and are desired by local residents.

Policy 4.3 Continue funding City programs which provide for sidewalk improvements and enhancements, particularly in areas where sidewalks link residential neighborhoods to local schools, parks, and shopping areas.

Goal 8.0 Provide a circulation system in Downtown that supports a cohesive pedestrian district. Pursue development of a Specific Plan that clearly defines circulation improvements in the area.

General Plan land use policy provides for a “walkable” Downtown and clear linkages between the Metrolink station and surrounding neighborhoods. These goals and policies all support RCPG policy.

2-9 The City acknowledges the comment regarding EIR consistency with SCAG policies. No further response is required.

2-10 The City acknowledges the comment regarding EIR consistency with SCAG policies. No further response is required.

2-11 The City acknowledges the comment regarding EIR consistency with SCAG policies. No further response is required.

2-12 The City acknowledges the comment regarding EIR consistency with SCAG policies. No further response is required.

2-13 The General Plan Housing Element, which already has been adopted separately from the balance of the General Plan and has been certified by the State Department of Housing and Community Development as being in compliance with State law, includes many programs that encourage affordable housing production. As separate CEQA documentation was completed for Housing Element adoption, this issue requires no further attention in the General Plan EIR.

2-14 The City acknowledges the comment regarding EIR consistency with SCAG policies. No further response is required.

- 2-15 SCAG’s Regional Transportation Plan, or RTP, establishes region-wide goals for transportation systems. The numeric goals identified in the comment represent regional goals, not goals applicable to individual jurisdictions, although jurisdictions should strive to meet or exceed these goals toward the end of enhancing mobility throughout the SCAG region, and in Baldwin Park’s case, within Los Angeles County.

The Baldwin Park General Plan supports all seven core RTP objectives. First, regarding mobility, Circulation Element goals address regional transportation, public transit and alternative transit modes, and enhanced local circulation. Second, accessibility is addressed by the Land Use Element, which encourages mixed-used development and key employment centers near freeways. Third, environmental (air quality) issues are covered extensively in the Air Quality Element, including three transportation-related goals and associated policies (pages AQ-16 to AQ-17). Fourth, regarding reliability, the City has no control over either the transit or highway system. Fifth, regarding safety, Goal 6.0 and related policies in the Circulation Element directly address traffic safety and particularly safety on neighborhood streets. Sixth, regarding funding equity issues, the transportation system improvements identified in the Circulation Element will serve all Baldwin Park residents. Seventh, regarding cost effectiveness, through its Capital Improvement Program, the City continuously looks for ways to optimize return on transportation system investments.

The City believes that the General Plan fully addresses and is consistent with the seven core RTP policies.

- 2-16 Several policies in the Circulation Element address transportation demand and system management, including the following listed on pages 59 through 63 of the EIR:

Policy 1.3 Maintain as a goal to provide service levels at intersections along arterial highways at LOS D or better during morning and evening peak travel periods as an alternative to street segment widenings.

Policy 1.4 Adopt five-year Capital Improvement Programs that identify street and related improvements required to ensure smooth traffic flow.

Policy 1.5 Continue to automate traffic signals and to develop an integrated traffic signal control system.

Policy 2.4 Work with adjacent cities to develop “smart” corridors along arterial streets which pass through many communities.

- 2-17 Policies in the Circulation Element address strategies to reduce reliance on the private automobile and to reduce work-related trips, including the following listed on page 61 of the EIR:

Policy 3.3 Continue to support the City Transit system which serves to provide a viable alternative to the automobile and reduce trips.

The Air Quality Element of the General Plan includes several goals and policies regarding trip reduction as follows:

Goal 3.0 Improve air quality by reducing the amount of vehicular emissions through transportation planning that encourages trip reduction.

Policy 4.1 Promote and establish modified work schedules which reduce peak period auto travel.

Policy 4.3 Encourage employer rideshare and transit incentives programs by local businesses.

2-18 The City acknowledges the comment regarding EIR consistency with SCAG policies. No further response is required.

2-19 The City acknowledges the comment regarding EIR consistency with SCAG policies. No further response is required.

2-20 The City notes that the EIR is for the Baldwin Park General Plan, not the Santa Margarita General Plan referenced in the comment. The City acknowledges the comment regarding EIR consistency with SCAG policies.

With regard to core policies 4.01, 4.04, and 5.07 and ancillary policies 3.12 and 3.24, responses 2-15, 2-16, and 2-17 illustrate how the Baldwin Park General Plan meets SCAG goals contained in the RCPG and RTP.

2-21 The comments provided by SCAG in its letter identify the applicable RCPG policies and indicates that largely, the Baldwin Park General Plan is consistent with and supports them. Responses 2-15, 2-16, and 2-17 further illustrate project consistency with SCAG regional plans.

2-22 The City will adopt a Mitigation Monitoring and Reporting Program consistent with CEQA requirements.

3. Analysis of ADT, AM, and PM peak-hour volumes for both existing and future conditions in the affected area. This should include freeways, interchanges, and intersections, and all HOV facilities. Interchange Level of Service should be specified (HCM2000 method requested). Utilization of transit lines and vehicles, and of all facilities, should be realistically estimated. Future conditions would include build-out of all projects (see next item) and any plan-horizon years. 3-3

4. Inclusion of all appropriate traffic volumes. Analysis should include traffic from the project, cumulative traffic generated from all specific approved developments in the area, and traffic growth other than from the project and developments. That is, include: existing + project + other projects + other growth. 3-4

5. Discussion of mitigation measures appropriate to alleviate anticipated traffic impacts. These mitigation discussions should include, but not be limited to, the following: 3-5

- description of transportation infrastructure improvements
- financial costs, funding sources and financing
- sequence and scheduling considerations
- implementation responsibilities, controls and monitoring

Any mitigation involving transit, HOV, or TDM must be rigorously justified and its effects conservatively estimated. Improvements involving dedication of land or physical construction may be favorably considered.

6. Specification of developer's percent share of the cost, as well as a plan of realistic mitigation measures under the control of the developer. The ratio should be estimated, of additional traffic due to the project, to that amount of increase in traffic for which real mitigation must be provided (see Traffic Impact Study Guidelines). We note for purposes of determining project share of costs, the number of trips from the project on each traveling segment or element is estimated in the context of forecasted traffic volumes which include build-out of all approved and not yet approved projects, and other sources of growth. Analytical methods such as select-link travel forecast modeling might be used. 3-6

We look forward to reviewing the revised DEIR. We expect to receive a copy from the State Clearinghouse. However, to expedite the review process, you may send two copies in advance to the undersigned at the following address: 3-7

Stephen Buswell
 IGR/CEQA Branch Chief
 Caltrans District 07
 Regional Transportation Planning Office

Ms. Amy Harbin

August 30, 2002

If you have any questions regarding this response, please call the Project Engineer/Coordinator Mr Yerjanian at (213) 897-6536 and refer to IGR/CEQA # 020757NY

Sincerely,



STEPHEN J BUSWELL
IGR/CEQA Branch Chief
Transportation Planning Office

Caltrans improves mobility across California



Gray Davis
Governor

STATE OF CALIFORNIA
Governor's Office of Planning and Research
State Clearinghouse



Tal Finney
Interim Director

September 6, 2002

Amy Harbin
City of Baldwin Park
14403 East Pacific Avenue
Baldwin Park, CA 91706

Subject: Baldwin Park General Plan
SCH#: 1999011014

Dear Amy Harbin:

The State Clearinghouse submitted the above named Draft EIR to selected state agencies for review. The review period closed on September 5, 2002, and no state agencies submitted comments by that date. This letter acknowledges that you have complied with the State Clearinghouse review requirements for draft environmental documents, pursuant to the California Environmental Quality Act.

Please call the State Clearinghouse at (916) 445-0613 if you have any questions regarding the environmental review process. If you have a question about the above-named project, please refer to the ten-digit State Clearinghouse number when contacting this office.

Sincerely,

Terry Roberts
Director, State Clearinghouse

RECEIVED
SEP 10 2002
CITY OF BALDWIN PARK
PLANNING DIVISION
LETTER #4

1400 TENTH STREET P.O. BOX 3044 SACRAMENTO CALIFORNIA 95812-3044
(916)445-0613 FAX(916)323-3018 www.opr.ca.gov

3. California Department of Transportation, District 7, Regional Planning. August 30, 2002.

- 3-1 As part of the General Plan program, the City undertook a traffic analysis appropriate for the scope of the project. As the project involved a comprehensive update of the General Plan, the City determined it unnecessary to undertake a detailed modeling effort, as such analysis was not required to address the circulation issues most relevant to a comprehensive plan update (see page 58 of the EIR). These issues include identifying any street segments projected to experience significant declines in service levels resulting from local and regional growth, identifying changes to the circulation system capable of enhancing its function, and defining strategies to reduce trips over the long term.
- 3-2 As described in response 3-1 above, the City did not undertake a modeling effort that involved determining trip generation by land use, trip distribution, or trip assignments. Given the citywide scope of the project and the project horizon year of 2020, the City chose the more appropriate approach of factoring up existing traffic volumes at a rate of one percent per year (see discussion on pages 58-59 of the EIR).
- 3-3 Given the citywide scope of the project and the project horizon year of 2020, the City does not believe analyzing AM and PM peak-hour volumes to be appropriate and would in fact be speculative, as turning movements at intersections 20 years in the future (both within the City and at freeway ramps) cannot be predicted with any reasonable degree of accuracy. The City has instead estimated future ADT volumes along more than 50 street segments within Baldwin Park (see Table 12 on pages 51 through 53 of the EIR). The estimates assume a one percent per year growth rate, which accounts for any future use of alternative transportation modes.

The analysis concludes that five road segments will deteriorate from LOS E or better to LOS F:

- Francisquito Avenue - East of Maine Avenue
- Maine Avenue - South of Clark Street
- Puente Avenue - North of Dalewood Street
- Ramona Boulevard - West of Merced Avenue
- Ramona Boulevard - East of Syracuse Avenue

Ramona Boulevard, east of I-605 Freeway, currently operates at LOS F, and traffic congestion on this segment is projected to increase by a 0.33 V/C.

While long-term circulation and transportation policies are expected to address many of the future traffic congestion concerns, the EIR concludes on page 64 that long-term impacts will be significant and unavoidable.

3-4 Table 12, beginning on page 51 of the EIR, reports cumulative traffic volumes for over 50 street segments throughout the City. Because the project consists of build-out of the City pursuant to General Plan policy, the analysis accounts for long-term cumulative traffic volumes. The analysis also accounts for added traffic from surrounding cities and the region, as stated on page 58 of the EIR. This approach is consistent with Section 15130 (b)(1)(B) of the CEQA Guidelines, which allows for the cumulative analysis to consider “a summary of projections contained in an adopted general plan or related planning document.”

3-5 The Circulation Element contains many program-level measures designed to alleviate anticipated traffic impacts over the long term. These measures, which are incorporated into the project, are documented on page 59 through 63 of the EIR. Key measures include:

- Automating traffic signals
- Providing improvements to maintain the LOS D goal
- Working with Caltrans to improve circulation at the I-10 freeway ramps

Funding for improvements will continue to be defined through five-year capital improvement programs.

3-6 The comment refers to the “developer.” The subject project is not a development project but a long-term General Plan. Thus, identifying developer fair-share costs and mitigation measures under the control of developers is not relevant for this EIR.

The General Plan Circulation Element, in policy 1.2, does assign to developers of subsequent project the responsibility of conducting detailed traffic studies and identifying measures to mitigate project-specific impacts.

3-7 No revised Draft EIR will be prepared, as the criteria for preparing a revised Draft EIR has not been met. Section 15088.5 indicates that recirculation of a Draft EIR is required when “significant new information is added to the EIR after public notice is given...but before certification.” The section goes on: “New information is not ‘significant’ unless the EIR is changed in a way that deprives the public of a meaningful opportunity to comment...”. The discussion above does not provide any new significant information, and no revisions to the EIR have been made in response to the comments. No new impacts have been identified, and no new mitigation measures have been introduced. Thus, recirculation is not warranted.



Gray Davis
Governor

STATE OF CALIFORNIA
Governor's Office of Planning and Research
State Clearinghouse



Tal Finney
Interim Director

September 6, 2002

Amy Harbin
City of Baldwin Park
14403 East Pacific Avenue
Baldwin Park, CA 91706

Subject: Baldwin Park General Plan
SCH#: 1999011014

Dear Amy Harbin:

The State Clearinghouse submitted the above named Draft EIR to selected state agencies for review. The review period closed on September 5, 2002, and no state agencies submitted comments by that date. This letter acknowledges that you have complied with the State Clearinghouse review requirements for draft environmental documents, pursuant to the California Environmental Quality Act.

Please call the State Clearinghouse at (916) 445-0613 if you have any questions regarding the environmental review process. If you have a question about the above-named project, please refer to the ten-digit State Clearinghouse number when contacting this office.

Sincerely,

Terry Roberts
Director, State Clearinghouse

RECEIVED
SEP 10 2002
CITY OF BALDWIN PARK
PLANNING DIVISION

LETTER #4

**Document Details Report
State Clearinghouse Data Base**

SCH# 1999011014
Project Title Baldwin Park General Plan
Lead Agency Baldwin Park, City of

Type EIR Draft EIR
Description Baldwin Park has undertaken a comprehensive update of its General Plan. Elements included in the Plan are Land Use, Urban Design, Economic Development, Circulation, Open Space and Conservation, Noise, Safety, and Air Quality. (The updated Housing Element was adopted earlier in 2002 separately.) The Plan focuses on revitalization of aging commercial and industrial areas, preservation of existing residential neighborhoods, and an improved community aesthetic. Over a 20-year period, the Plan will accommodate growth of approximately 1,759 housing units and 3.3 million square feet of new commercial and industrial development.

Lead Agency Contact

Name Amy Harbin
Agency City of Baldwin Park
Phone 626 960-4011 x475 **Fax**
email
Address 14403 East Pacific Avenue
City Baldwin Park **State** CA **Zip** 91706

Project Location

County Los Angeles
City Baldwin Park
Region

Cross Streets

Parcel No.

Township	Range	Section	Base
-----------------	--------------	----------------	-------------

Proximity to:

Highways I-10, I-605
Airports
Railways
Waterways San Gabriel River
Schools Baldwin Park USD
Land Use This project consists of a comprehensive General Plan Update.
 All land use, zoning designations, and general plan land use designations are applicable.

Project Issues Air Quality; Geologic/Seismic; Minerals; Noise; Population/Housing Balance; Recreation/Parks; Sewer Capacity; Traffic/Circulation; Water Quality; Water Supply; Landuse; Cumulative Effects

Reviewing Agencies Resources Agency; Department of Fish and Game, Region 5; Department of Parks and Recreation, Department of Water Resources; Office of Emergency Services; Caltrans, Division of Aeronautics; California Highway Patrol; Caltrans, District 7; Department of Housing and Community Development; Air Resources Board, Transportation Projects; Regional Water Quality Control Board, Region 4; Native American Heritage Commission; State Lands Commission; State Clearinghouse

Date Received 07/23/2002 **Start of Review** 07/23/2002 **End of Review** 09/05/2002

Note: Blanks in data fields result from insufficient information provided by lead agency.

Appendices

Program Final Environmental Impact Report
City of Baldwin Park 2020 General Plan



Appendix A

Initial Study and Notice of Preparation

Program Final Environmental Impact Report
City of Baldwin Park 2020 General Plan



NOTICE OF PREPARATION

To: City of Baldwin Park
Attn: Larry Onaga, City Planner
14403 East Pacific Avenue
Baldwin Park, CA 91706

Subject: Notice of Preparation, Environmental Impact Report for Baldwin Park 2020 General Plan.

Lead Agency:

City of Baldwin Park
14403 East Pacific Avenue
Baldwin Park, CA 91706

Contact: Larry Onaga, City Planner

The City will be the lead agency and will prepare an environmental impact report for the project identified below. We need to know the views of your agency as to the scope and content of the environmental information which is germane to your agency's statutory responsibilities in connection with the proposed project. Your agency will need to use the EIR prepared by our agency when considering your permit or other approval for the project.

The project description, location, and the potential environmental effects are contained in the attached materials. A copy of the Initial Study is attached.

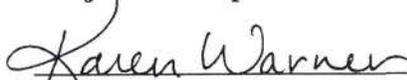
Due to the time limits mandated by State law, your response must be sent at the earliest possible date but not later than 30 days after receipt of this notice.

Please send your response to Larry Onaga at the address shown above. We will need the name for a contact person in your agency.

Project Title: Baldwin Park 2020 General Plan

Project Location: See attached Initial Study

Project Description: See attached Initial Study



Signature

December 31, 1998

Date

Karen Warner, AICP, Cotton/Beland/Associates
Name

(626) 304-0102
Telephone

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Project Description

The Project

The proposed project is the adoption and implementation of the City of Baldwin Park 2020 General Plan, referred to herein as the Draft 2020 General Plan.

California law requires every city to adopt a comprehensive, long-term General Plan to guide the physical development of the incorporated city and any land outside of the city boundaries which may bear a relationship on its planning activities. The plan is intended to serve as a city's foundation for all land use decisions. Through goal statements, the plan sets forth public policy regarding future use of public and private lands.

Baldwin Park last updated its General Plan in 1989. Since that time, the City has been faced with a variety of land use planning issues affecting the growth and development of the City. In addition, regional economic and growth trends have created opportunities in the San Gabriel Valley for a new and varied base of businesses that cater to a growing and diverse population. For these reasons, Baldwin Park has undertaken a program to comprehensively update its General Plan, and develop a solid foundation on which to lead the City into the 21st century.

The Draft Baldwin Park 2020 General Plan encompasses the following nine elements: Land Use, Economic Development, Housing, Circulation, Public Safety, Conservation and Open Space, Air Quality, Noise, and Community Design.

Regional Setting

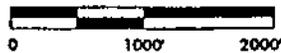
Baldwin Park is located in the San Gabriel Valley, approximately 15 miles east of downtown Los Angeles. The San Gabriel Foothills and the Los Angeles National Forest lies to the north with the Los Angeles Basin to the east, south and west. The City is traversed by two major interstate freeways: the San Bernardino Freeway (I-10) to the south, and the San Gabriel River Freeway (I-605) to the west. Abutting the City boundaries are the cities of Irwindale, West Covina, Industry, and El Monte, as well as an unincorporated Los Angeles County area. Figure 1 shows the project's regional location and the planning area.

Baldwin Park Planning Area

The Baldwin Park Planning Area addressed in the Draft 2020 General Plan consists of properties contained within the City's corporate limits, and the City's sphere of influence located adjacent the City's southern boundaries between Amar Road and Francisquito Avenue. Figure 1 illustrates the planning area boundaries, 4,337 acres which fall within the City's corporate limits, and an additional 344 acres within the sphere of influence.



-  City Boundary
-  Sphere of Influence



City of Baldwin Park

*Figure 1
City Boundaries and
Sphere of Influence*

2020 General Plan
Initial Study

Purpose and Objectives of the Baldwin Park Draft 2020 General Plan

The Baldwin Park General Plan has been prepared to allow the City to look forward to the year 2020 by setting forth goals and policies addressing land use, economic development, circulation, housing, urban design, public safety, noise, air quality, natural resources, and related issues that effect the quality of life in Baldwin Park. The Draft 2020 General Plan is founded upon a comprehensive community vision for Baldwin Park and expresses the community's long-term goals.

Key policy objectives stated in the Draft 2020 General Plan are:

- To provide a sense of identity and place for Baldwin Park within the San Gabriel Valley.
- To provide a business environment that allows existing uses to thrive and new enterprises to contribute to the City's economic base.
- To encourage development of local and regional serving commercial uses at key locations in the City.
- To address the housing needs of existing and future residents including housing affordability, availability and adequacy.
- To provide safe and efficient travel routes for City residents and the business population.
- To protect residents and employees of local businesses from natural and human-induced hazards.
- To provide adequate parks, open space, and recreation for City residents.

The Draft 2020 General Plan serves as a policy guide for determining the physical development and character of the City. The Plan establishes the maximum level of development that can occur within the City over the long term.

Project Characteristics

The General Plan consists of six elements that fulfill the requirements of State law: Land Use, Housing, Circulation, Conservation/Open Space, Public Safety, and Noise. The Air Quality, Community Design, and Economic Development elements have been added as optional elements. In addition to meeting State requirements, these elements provide the necessary link between City goals and the long-term achievement of the goals. Each element identifies goals and policies to guide future development.

In terms of guiding physical development in the City, the General Plan elements of most significance are Land Use, Economic Development, and Housing. The focus of each element is briefly discussed below.

Land Use Element

The Land Use Element establishes the distribution and the corresponding densities and intensities of land use for all parcels in the planning area. Table 1 identifies the land use categories used to guide the long-term physical development of Baldwin Park. Key goals and policies focus on the creation of a community identity for downtown, and seeking opportunities for continued economic growth while meeting the housing and service needs of existing and future residents. This element addresses housing needs and resources, commercial and industrial development opportunities, and potential land use opportunities.

In particular, the Land Use Element calls for preserving and enhancing the low-density quality of existing single family neighborhoods; providing additional opportunities for multi-family and affordable housing; facilitating new commercial development along the San Bernardino Freeway (I-10) corridor; upgrading older industrial areas; improving land use compatibility; and revitalizing the Central Business District. The Plan establishes a new Mixed Use land use category for Downtown which provides for the integration of commercial and multi-family residential uses, and establishes policies to foster creation of a viable pedestrian district in the Downtown.

Because Baldwin Park is largely a built-out city with well-established land use patterns, the Land Use Element does not propose wholesale changes to existing land use policy. However, the City does contain numerous examples of non-conforming land use, such as residential units and mobilehomes in industrial and commercially designated areas, and commercial uses in areas designated for residential use. It is assumed that buildout of the General Plan will result in the eventual recycling of existing non-conforming uses to uses consistent with General Plan policy, as supported by policies contained in the Land Use Element focused on improving land use compatibility in the City.

For purposes of analyzing environmental impacts, the EIR addresses the potential for residential, commercial, and industrial growth under the Draft General Plan anticipated to occur during the Plan's 20 year time horizon. For the most part, this time horizon is consistent with assumptions for full buildout of the General Plan. One exception, however, pertains to assumptions regarding the recycling of existing residential development which is non-conforming due to densities which exceed those permitted under the General Plan. The City contains numerous multi-family developments within residentially designated areas which exceed current permitted densities, as well as a significant number of parcels within single-family neighborhoods developed with 2-4 units. While such uses are non-conforming in terms of their density, the City is not actively encouraging their removal, and therefore these units are assumed to remain during the 2020 time frame of this Plan.

Potential Development under the proposed land use policies is discussed under the heading “Potential Development Under the 2020 General Plan” on the following pages.

Table 1
Draft 2020 General Plan Land Use Designations

Land Use Designation	Maximum Permitted Density or Intensity (in dwelling units per net acre or FAR)	Average Density or Intensity (in dwelling units per net acre or FAR) (b)
Single-Family Residential	0 to 8.7 du/ac	7.8 du/ac
Garden Multi-Family	8.8 to 12 du/ac	10.8 du/ac
Multi-Family Residential	12.1 to 20 du/ac	18 du/ac
Neighborhood Commercial	0.60 FAR	0.30 FAR
General Commercial	2.00 FAR	0.25 FAR
Mixed Use Commercial	1.50 FAR	0.35 FAR
Residential	30 du/ac	30 du/ac
Commercial - Industrial	1.00 FAR	0.30 FAR
General Industrial	0.75 FAR	0.45 FAR
Public Facility	1.00	2.00
Park	(a)	N/A
Streets and other Rights-of-Way	N/A	N/A

Abbreviations: du = dwelling unit; ac = acre, sf = square feet; FAR = floor area ratio, ratio of structures to land area

Notes:

- (a) Due to the open space nature of this use, no development intensity has been assigned.
- (b) Represents the expected overall level of development within each land use category on a citywide basis reflecting roadway constraints, placement of existing buildings, zoning requirements, and other factors. Not every parcel in the City has in the past nor will in the future develop to the maximum intensity allowed.

Economic Development Element

The Economic Development Element identifies economic factors influencing development in the City and presents goals and policies designed to capitalize on these influences. The element also addresses the regional- and local-serving economic development opportunities and opportunities for job creation. As a largely built-out City, opportunities will come primarily from strengthening existing businesses, improving existing residential areas and identifying commercial revitalization opportunities. The element also discusses opportunities for the City to use its redevelopment authority to encourage reuse of properties within redevelopment project areas.

Housing Element

Housing goals and policies are geared toward assuring a variety of housing opportunities for all social and economic segments of Baldwin Park's present and future populations. A key issue is the availability of adequate sites to accommodate projected housing growth. The City recognizes the special status of lower income households, which in many cases are the City's elderly, single-parent, or large family households. Important issues addressed through Housing Element programs include overcrowded households, housing costs, households overpaying for housing, special needs groups, the homeless, deteriorating housing stock conditions, assisted housing at-risk of converting to market rate housing, and regional housing needs assessment for provision of the City's share of housing.

Circulation Element

The primary focus of the Circulation Element is to establish a plan that will accommodate growth, development, and change over the next 20 year period. Because the City is largely built out, limited opportunities exist in Baldwin Park to expand road rights-of-way or to provide new streets or street connections. Therefore, the Circulation Element focuses on the existing street system to enhance traffic flow and reduce congestion and associated air quality impacts; encourage the use of public transportation and increased use of public transportation; and ensure traffic safety.

Public Safety Element

The Public Safety Element identifies potential safety hazards and establishes policies to protect life and property from hazardous conditions. Issues discussed in this element include geologic and seismic hazards, flood hazards, urban noise and land use planning, fire hazards and hazardous materials, emergency preparedness, and crime prevention.

Conservation and Open Space Element

The Conservation and Open Space Element provides goals and policies for preservation and enhancement of limited park and recreational/facilities in the City. Additional funding

sources are identified for potential expansion of the City's current parks inventory. The Element also addresses protection of the City's groundwater resources and prevention of storm water runoff contamination, and support for recycling and energy conservation efforts.

Air Quality Element

The Air Quality Element discusses land use and transportation measures as well as measures to reduce particulate emissions, to reduce generation of air pollutant emissions in the City, consistent with the Air Quality Management Plan prepared by the South Coast Air Quality Management District (SCAQMD). The goal of this Element is to improve air quality by defining policies that address the reduction of vehicular emissions through transportation planning, including alternative modes of travel, trip reduction, and traffic improvements. In addition, the Element addresses the reduction of particulate emissions from stationary sources.

Noise Element

The Noise Element is a tool for use in achieving and maintaining compatible land use with environmental noise levels. Improving existing buildings to reduce interior noise levels results in a much more livable environment for residents. Much of the noise experienced by the residents of Baldwin Park is a result of vehicular traffic along primary roadways.

Community Design Element

The Community Design Element addresses the City's visual and aesthetic resources. This Element defines downtown and other major districts with distinctive appearances and qualities, and provides focused attention to creating a "sense of place" for the Downtown. The Element addresses site planning, architectural character, building mass, height and placement, signage and other identity elements, streetscape and landscape, visual character and view preservation.

Potential Development Under the Proposed Draft 2020 General Plan

Figure 2, the Land Use Policy Map, illustrates the proposed distribution of land uses in Baldwin Park. The major goal of Baldwin Park's land use policy is to provide a mix of land uses that is functionally and physically compatible.

Baldwin Park is largely a built-out community with little vacant land available for development. The Land Use Policy map provides for a range of residential densities that are generally compatible with existing developed densities. However, many multi-family developments were constructed within primarily single-family neighborhoods prior to adoption of the City's 1989 General Plan, which redesignated these areas for long-term single-family use. In keeping with the City's desire to preserve its single-family neighborhoods, the proposed Land Use Policy maintains all areas currently designated Single-Family Residential. Furthermore, a new lower density single-family zoning designation of 5.8 du/acre is proposed for areas with concentrations of larger single family lots as a means of preserving the lower density character of these areas.

The lowered density thresholds established in the 1989 General Plan for the Garden Multi-Family and Multi-Family Residential designations have been maintained. New opportunities for housing will occur primarily in areas designated Mixed-Use, including the greater downtown area and along North Maine Avenue; in expanded areas designated Garden Multi-Family along west Ramona Boulevard; and on two vacant sites on Dalewood Street and Pacific Avenue. Residential buildout under the proposed Land Use Plan would result in a total of 20,741 dwelling units, or an increase of 3,308 units over the City's existing (1998) housing stock of 17,433 units. The associated population under residential buildout is estimated at 91,778 persons based on the City's current average household size of 4.425 persons, representing an increase of 16,590 persons above the City's 1998 population of 75,188.

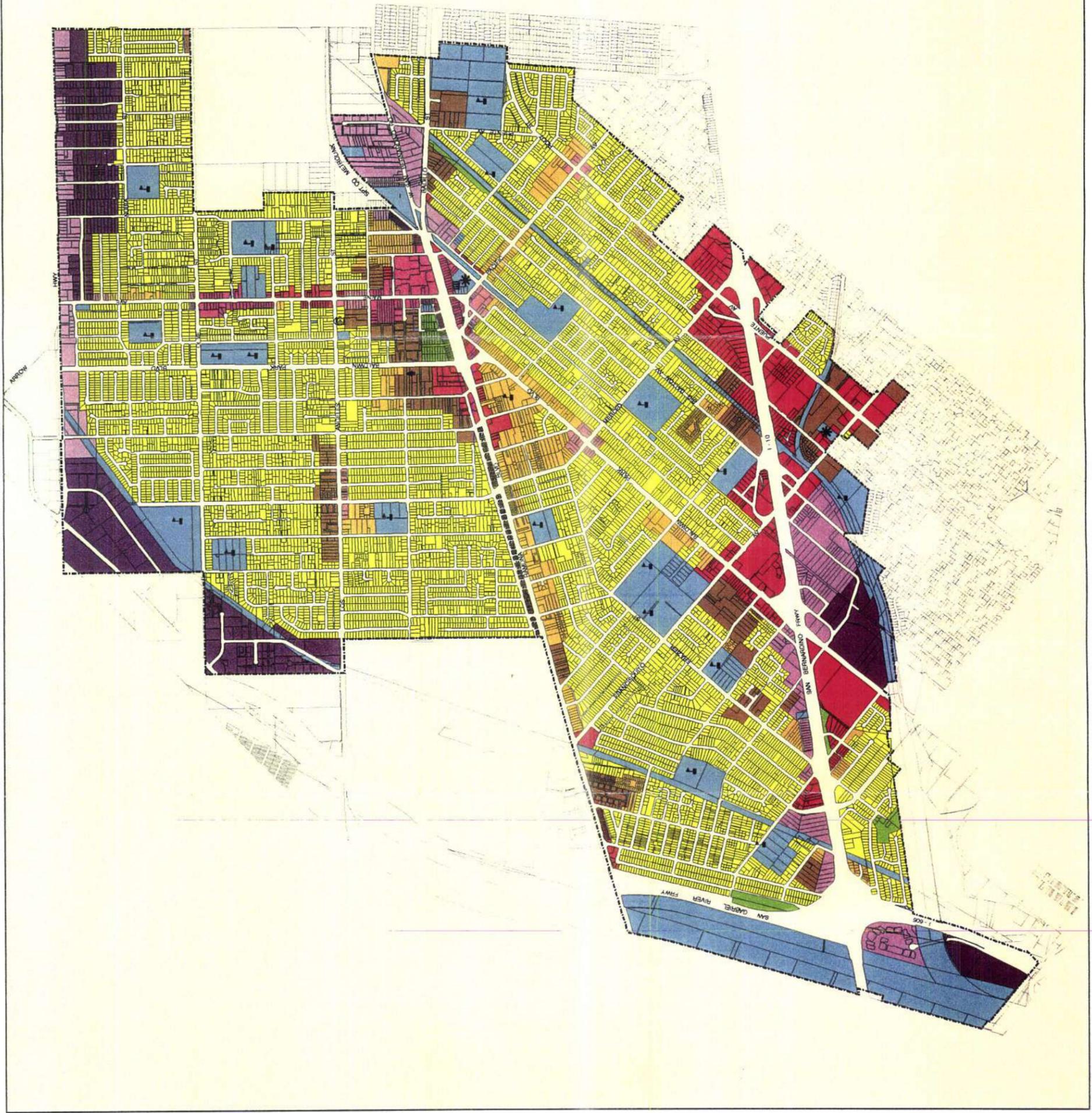
The proposed Land Use Plan focuses growth in the Commercial sector along the I-10 Freeway corridor, in Downtown, and along key arterial roadways. In addition, several neighborhood-serving commercial nodes are provided for at key intersections in residential areas. A major goal of the Land Use Plan is to establish a viable pedestrian district in the Downtown, consisting of both retail and commercial and higher density residential uses. In support of this goal, the Plan establishes a new Mixed Use designation which allows for both housing and commercial uses, and provides density incentives for commercial projects which include a residential component. Buildout under the Draft 2020 General Plan would result in a total of up to 3,180,000 square feet of commercial and office uses, exclusive of commercial uses within Commercial-Industrial areas.

Industrial uses under the proposed Land Use Plan continue to be focused in the northern portion of the City off Arrow Highway; in the Auction Village area; south of the I-10 Freeway; and west of the I-605 Freeway. Buildout under the Draft 2020 General Plan could

result in up to a total of 2,500,000 square feet of Commercial-Industrial and a total of 4,200,000 square feet of General Industrial uses.

The City's 344-acre sphere of influence located immediately south of the City's boundaries is entirely built-out with approximately 1,650 single-family homes. No additional growth or subdivision potential exists within this area. This area also contains Basset Park, an eight-acre neighborhood park which primarily serves the surrounding unincorporated area, as the Walnut Creek Wash serves as a barrier to Baldwin Park neighborhoods to the north. The Baldwin Park 2020 General Plan designates this area Single Family Residential and Park, consistent with existing uses. According to City staff, the City has no near term plans to pursue annexation of the sphere of influence.

Table 2 identifies existing development in Baldwin Park (as of December 1997) and development anticipated at buildout of the Draft 2020 General Plan.



LEGEND

- Single-family Residential (0-8.7 du/acre)
- Garden Multi-family Residential (8.8-12 du/acre)
- Multi-family Residential (12.1-20 du/acre)
- Neighborhood Commercial
- General Commercial
- Mixed Use (0-30 du/acre)
- Commercial/Industrial
- General Industrial
- Parks
- Public Facilities

- City Hall
- Library
- School
- Fire
- Police

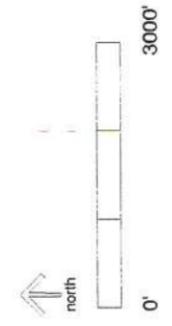


Figure 2
2020 General Plan
Land Use Policy Map

November 12, 1998

**Table 2
Development Potential
2020 General Plan Buildout**

Land Use Designation	Area in Acres		Average General Plan Density/Intensity (du/ac or FAR)	Estimated Dwelling Units or Square Feet of Development		Net Change in du or sf
	Existing Land Use	General Plan		Existing Land Use	General Plan (d)	
Single Family Residential	1,795 (b)	1,795	7.8 du/acre	11,664 du	12,690 du	1,026
Garden Multi-Family	206	173	10.8 du/acre	2,661 du	3,392 du	731
Multi-Family Residential	122	169	18 du/acre	3,048 du	4,409 du	1,361
Neighborhood Commercial	22	22	0.30 FAR	280,000 sf	280,000 sf	0
General Commercial	204	223	0.25 FAR	2,200,000 sf	2,400,000 sf	200,000
Mixed Use Commercial Residential	0	33 8	0.35 FAR 30 du/acre	0	500,000 sf 250 du	500,000 250
Commercial-Industrial	0	191	0.30 FAR	0	2,500,000 sf	2,500,000
General Industrial	250	243	0.40 FAR	4,400,000 sf	4,200,000 sf	(200,000)
Public Facility (a)	538	520 (c)	0.20 FAR	3,000,000 sf	2,700,000 sf	(300,000)
Park	25	25	N/A	N/A	N/A	N/A
Streets and other Rights-of-way	935	935	N/A	N/A	N/A	N/A
Unclassified	58	0				
Vacant	182	0				
Total	4,337	4,337		17,373 du 9,880,000 sf	20,741 du 12,580,000 sf	3,368 du 2,700,000 sf

Abbreviations: du = dwelling unit; ac = acre; sf = square feet, FAR= floor area ratio

Notes:

- (a) For purposes of existing land use, the Public Facilities category includes such uses as schools, churches, hospitals, the fire station, and City Hall. However, the proposed General Plan does not separately call out churches as public facilities, and includes policy to permit churches in all residential and commercial zones. In addition, hospitals have been designated as commercial use. Therefore, the reduction in Public Facilities acreage between Existing Land Use and General Plan is a reflection of reclassification of uses rather than an actual decrease in Public Facilities.
- (b) Includes 28 acres of existing Mobile Home Park use, and 338 existing units.
- (c) A total of 211 acres of Public Facilities are comprised of flood control and other rights-of-way and thus are excluded from these development intensity standards.
- (d) For purposes of estimating a realistic growth potential in the City's residential areas, the General Plan assumes existing residential developments which exceed permitted General Plan densities will not recycle to the lowered density during the time frame of this Plan.

References

1. *Draft Baldwin Park 2020 General Plan Preferred Land Use Plan and Policies*, City of Baldwin Park. July 31, 1998.
2. *Draft Environmental Impact Report for Automation USA*, City of Baldwin Park. July, 1998.
3. *Multihazard Functional Plan, Section Five Threat Summary*, City of Baldwin Park. June, 1996.

Preparers of the Initial Study

City Staff:

Larry Onaga, City Planner
City of Baldwin Park
14403 East Pacific Avenue
Baldwin Park, CA 91706

Consultant to the City:

Cotton/Beland/Associates, Inc.
Urban and Environmental Planning
747 East Green Street, Suite 300
Pasadena, CA 91101-2119

Principal-in-Charge:
Project Manager:
Environmental Planners:

Don Cotton, AICP
Karen Warner, AICP
Irena Finkelstein, AICP
Debbie Lawrence
Jose Rodriguez

Graphics:

Environmental Checklist Form

1. **Project Title:** Baldwin Park 2020 General Plan
2. **Lead Agency Name and Address:** City of Baldwin Park, 14403 East Pacific Avenue, Baldwin Park, CA 91706
3. **Contact Person and Phone Number:** Larry Onaga, City Planner (626) 813-5261 extension 473
4. **Project Location:** City of Baldwin Park - Corporate limits, sphere of influence, and area of interest.
5. **Project Sponsor's Name and Address:** Same as Lead Agency
6. **General Plan Designation:** NA
7. **Zoning:** NA
8. **Description of Project:** Comprehensive General Plan Update (See Project Description).
9. **Surrounding Land Uses and Setting:** The City of Baldwin Park is surrounded by the cities of Irwindale, West Covina, Industry, and El Monte. The surrounding development includes residential, commercial, mixed use, public, industrial and open space uses.
10. **Other public agencies whose approval is required:** None

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 Resources | <input checked="" type="checkbox"/> Air Quality |
| <input type="checkbox"/> Biological Resources | <input type="checkbox"/> Cultural Resources | <input type="checkbox"/> Geology/Soils |
| <input type="checkbox"/> Hazards & Hazardous Materials | <input type="checkbox"/> Hydrology/Water Quality | <input checked="" type="checkbox"/> Land Use/Planning |
| <input type="checkbox"/> Mineral Resources | <input checked="" type="checkbox"/> Noise | <input checked="" type="checkbox"/> Population |
| <input type="checkbox"/> Public Services | <input checked="" type="checkbox"/> Recreation | <input checked="" type="checkbox"/> Transportation/
Traffic |
| <input checked="" type="checkbox"/> Utilities/Service Systems | | |
| <input checked="" type="checkbox"/> Mandatory Findings of Significance | | |

DETERMINATION: (To be completed by the Lead Agency)

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 measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
- I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Signature

Karen Warner, Cotton/Beland/Associates
Printed Name

December 31, 1998

Date

Consultant to the City of Baldwin Park
For

Issues (and Supporting Information Sources):	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
I. AESTHETICS. Would the project:				
a) Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	<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"/>

Discussion: The Draft 2020 General Plan does not identify any scenic vistas or other scenic resources in the community. City standard review of future individual development projects will help ensure that aesthetic impacts of new development anticipated to occur under the Draft 2020 Plan will be minimized. Some structures may generate shadows or glare depending on the type of building materials used and/or the placement of the building. However, the existing City standard development procedures, which include the requirements of focusing lighting away from adjacent properties, shielding of lights as appropriate, and the use of non-glare building materials are adequate to prevent significant impacts. In addition, the Community Design Element sets forth a Plan and specific policies to enhance the quality and character of public areas and private development in the City. Therefore, this impact is considered less than significant and this issue will not be further addressed in the EIR.

II. AGRICULTURE RESOURCES: In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. Would the project:

a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to a non-agricultural 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) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to a non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion: There are no agricultural lands or uses in Baldwin Park. The Draft 2020 General Plan will not affect such uses. Therefore, this issue will not be further addressed in the EIR.

Issues (and Supporting Information Sources):	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
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III. AIR QUALITY: Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:

- | | | | | |
|---|-------------------------------------|--------------------------|-------------------------------------|--------------------------|
| a) Conflict with or obstruct implementation of the applicable air quality plan? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| d) Expose sensitive receptors to substantial pollutant concentrations? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| e) Create objectionable odors affecting a substantial number of people? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

Discussion: The Draft 2020 General Plan includes an Air Quality Element which addresses compliance with the current Air Quality Management Plan for the South Coast Air Basin. This Element is designed to comply with federal, state, and local regulations pertaining to air quality. The increase in population and potential development and growth under the Draft 2020 General Plan will generate additional vehicular trips that will produce exhaust emissions. These emissions may affect sensitive receptors, result in carbon monoxide hot spots, and will contribute to regional pollutant emissions. These issues will be further discussed in the EIR. Development anticipated to occur under 2020 General Plan land use designations is not anticipated to include any uses that generate substantial odors.

IV. BIOLOGICAL RESOURCES. Would the project:

- | | | | | |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service? | <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, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (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"/> |

Issues (and Supporting Information Sources):	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion: There are no known biological resources or habitat conservation areas in Baldwin Park. No unique, rare, or endangered species of animals or plants are known to exist in the City. The Draft 2020 General Plan will, therefore, have no impact on these resources. This issue will not be further discussed in the EIR.

V. CULTURAL RESOURCES. Would the project:

- | | | | | |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|
| a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|

Discussion: The Baldwin Park Historical Society has identified several structures of regional and local importance. These are listed in the Draft 2020 General Plan and recommended for preservation. The City zoning code contains a Historic Resources Code that protects and encourages the preservation of the City's heritage. The Draft 2020 General Plan does not change historic designations or status of those structures, nor the City's existing preservation objectives or policies. Therefore, this impact is considered less than significant and will not be further discussed in the EIR.

- | | | | | |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| d) Disturb any human remains, including those interred outside of formal cemeteries? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

Discussion: The City of Baldwin Park is largely built out and does not contain any know archaeological or paleontological resources. The potential for uncovering such significant resources within the city is considered remote, and this issue will not be discussed in the EIR.

VI. GEOLOGY AND SOILS. Would the project:

- | | | | | |
|--|--|--|--|--|
| a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving: | | | | |
|--|--|--|--|--|

Issues (and Supporting Information Sources):	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
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 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 checked="" type="checkbox"/>	<input 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 type="checkbox"/>	<input checked="" type="checkbox"/>
iv) Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion: There are no active faults within the City of Baldwin Park. Because Baldwin Park is subject to strong ground shaking in the event of a major earthquake on regional faults, all building will be constructed in compliance with the most current Uniform Building Code (UBC) requirements. Existing building practices and City requirements reduce impacts to levels considered less than significant. The Division of Mines and Geology division of the California Department of Conservation does not indicate any areas subject to liquefaction or landslides on the Baldwin Park quadrangle. The water table in the Baldwin Park area is more than 50 feet deep, and damage from liquefaction is not considered a hazard. The topography of the City is relatively flat and landslides are not a hazard. The City does require engineering surveys for any project proposed within 350 feet of the quarry walls of the gravel pits just outside the northeast corner of the City within the City of Irwindale. This issue requires no further discussion in the EIR.

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 type="checkbox"/>	<input checked="" type="checkbox"/>
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial 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 waste water disposal systems where sewers are not available for the disposal of waste water?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion: The City does not contain any areas susceptible to subsidence, with expansive soils or with unique geologic features. The existing City regulations and compliance with National Pollution Discharge Elimination Systems (NPDES) requirements will prevent soil erosion on individual construction sites. All development in the City is connected to the Citywide sewer system for the disposal of wastewater and soils will be affected. The Draft 2020 General Plan will therefore have no impact on soils as described above. This issue requires no further discussion in the EIR.

VII. HAZARDS AND HAZARDOUS MATERIALS.

Would the project:

a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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Issues (and Supporting Information Sources):	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
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 checked="" type="checkbox"/>	<input 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 for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) 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"/>
h) 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion: Businesses that use, transport, or dispose of hazardous materials will comply with extensive federal, state, and local hazardous material regulations. These regulations are considered adequate to protect public safety, and therefore, this impact is considered less than significant. Baldwin Park is not located within two miles of a public airport or within the vicinity of a private airstrip. The Baldwin Park Multihazard Functional Plan and the Baldwin Park Emergency Preparedness Plan outline emergency response actions in the event of a hazardous materials emergency. The City does not contain nor is adjacent to any wildlands. These issues will not be further discussed in the EIR.

VIII. HYDROLOGY AND WATER QUALITY. Would the project:

a) Violate any water quality standards or waste discharge requirements?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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Issues (and Supporting Information Sources):	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	<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, in a manner which would result in substantial erosion or siltation on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or 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 type="checkbox"/>	<input checked="" type="checkbox"/>
e) 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Otherwise substantially degrade water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion: The Draft 2020 General Plan does not involve any drilling or other activity that would change the quantity of groundwater, direction or rate of groundwater flow, or impact to groundwater quality. Subsequent development projects are subject to project review to determine and mitigate any impact to groundwater. Any runoff from future development projects will discharge into the existing storm drain system, and will comply with National Pollution Discharge Elimination Systems (NPDES) requirements (NPDES No. CAS614001 Order No. 96-054). All new projects will construct the necessary drainage improvements to adequately accommodate any additional runoff, in compliance with existing City requirements. Therefore, this impact will be less than significant, and this issue requires no further discussion.

g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
j) Inundation of seiche, tsunami, or mudflow?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Issues (and Supporting Information Sources):	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
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Discussion: The Draft 2020 General Plan will not result in exposure of people or property to water related hazards such as flooding. The City is not located within a 100-year flood hazard area. The National Flood Insurance Program rate maps classify all of Baldwin Park as an Area C (little chance of flooding). Due to the design of the Santa Fe dam, and the fact that water is present only a few months of the year, there is very little chance of a flood due to a rupture of this dam. Because of the construction practices and ongoing programs of review and modification, catastrophic dam failure is considered unlikely. The City is not subject to tsunamis or seiches due to its elevation and distance from the ocean. This issue will not be further discussed in the EIR.

IX. LAND USE AND PLANNING. Would the project:

- a) Physically divide an established community?

Discussion: The Land Use Element does not propose any land use patterns that will divide the community. Therefore, there will be no impact and this issue will not be further discussed in the EIR.

- b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?

Discussion: Because Baldwin Park is largely a built-out city with established land use patterns, the Draft 2020 General Plan does not propose wholesale changes to existing land use policy. However, the City does contain numerous examples of non-conforming land use, such as residential units and mobile homes in industrial and commercially designated areas, and commercial uses in areas designated for residential use. It is assumed that buildout of the Draft 2020 General Plan will result in the eventual recycling of existing non-conforming uses to uses consistent with General Plan policy, as supported by policies contained in the Land Use Element. These policies are aimed at improving land use compatibility through the eventual removal of non-conforming land uses. These issues will be discussed further in the EIR.

- c) Conflict with any applicable habitat conservation plan or natural community conservation plan?

Discussion: Baldwin Park does not have a habitat or natural community conservation plan. Therefore, there will be no impact and this issue will not be discussed in the EIR.

X. MINERAL RESOURCES. Would the project:

- a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?
- b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?

Discussion: No known mineral resources exist in Baldwin Park, and therefore, no impact is anticipated. This issue will not be discussed further in the EIR.

XI. NOISE. Would the project result in:

- a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?

Issues (and Supporting Information Sources):	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input 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 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"/>
f) For a project within the vicinity of a private airstrip, 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"/>

Discussion: Future development under the Draft 2020 General Plan may result in increased ambient noise levels due to increased vehicular traffic. This issue will be discussed in the EIR. Baldwin Park is not located within two miles of a public airport or within the vicinity of a private airstrip. Therefore, no impact is anticipated.

XII. POPULATION AND HOUSING. Would the project:

a) Induce substantial 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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Displace substantial numbers of existing housing units, necessitating the construction of replacement housing elsewhere?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Discussion: Growth anticipated to occur under the Draft 2020 General Plan will result in new housing and increased population in Baldwin Park. The Plan focuses on ways to eliminate incompatible land uses. The City contains numerous residential units and mobile homes located in otherwise industrial or heavy commercial areas. The Plan calls for the gradual elimination of residential uses in areas designated and zoned for industrial or commercial use and development; provision of new opportunities for housing in more appropriate areas; and provision of adequate buffers in industrial and commercial areas with boundaries adjoining residential uses. The Housing Element has extensive policies aimed both at increasing the supply of affordable housing, and enhancing the quality of the City's existing housing stock. These policies will result in beneficial changes for the residents and community in general. However, the gradual loss of nonconforming units in industrial areas may reduce opportunities for residents to find affordable units in the short term. These issues will be examined further in the EIR.

XIII. PUBLIC SERVICES

Issues (and Supporting Information Sources):	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Would the project result in substantial adverse physical-impacts associated with the provision of new or physically altered government 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:				
Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Discussion: Growth anticipated to occur under the Draft 2020 General Plan could result in the need for additional fire and police facilities. The construction of any new fire, police, school, park or other governmental facilities will proceed in compliance with applicable existing regulations, same as any other development in the City. These regulations include environmental review as appropriate as well as requirements and specifications for building construction defined in accordance with the City's zoning and safety ordinances. The City has adopted the Uniform Building Code, Uniform Mechanical Code and National Electrical Code which contain structural requirements for existing and new buildings. Compliance with these regulations will prevent the occurrence of significant impacts on the physical environment, and this impact is considered less than significant. No further discussion in the EIR is required.

XIV. 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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input type="checkbox"/>

Discussion: The Conservation and Open Space Element of the Draft 2020 General Plan recognizes that limited park space exist in Baldwin Park. Goals and policies in the Element focus on enhancing existing parks, expanding joint-use agreements with the local school district, and providing additional park space. Since a shortage of park space in the City has resulted in a need for additional recreation facilities, this issue will be examined in the EIR.

XV. TRANSPORTATION/TRAFFIC. Would the project:

Issues (and Supporting Information Sources):	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Discussion: The growth anticipated to occur under the Draft 2020 General Plan will generate additional vehicular trips that have the potential to contribute to local peak-hour and regional congestion. This issue will be examined in the EIR.

c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Substantially increase hazards due to a 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"/>
e) Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Result in inadequate parking capacity?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g) Conflict with adopted policies, plans, or program supporting alternative transportation (e.g., bus turnouts, bicycle racks)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion: The Circulation Element of the Draft 2020 General Plan includes goals and policies that address current and future traffic levels, parking requirements and design standards, the use of public transit and alternative modes of transportation, and overall traffic safety. The Air Quality and Circulation Elements both specify goals and policies focusing on alternative methods of transportation to meet air quality standards. The Public Safety Element addresses the issue of emergency access. These policies will ensure that future development will not result in safety risks or hazards, inadequate parking or emergency access. Therefore, these impacts are anticipated to be less than significant, and these issues require no further analysis in the EIR.

XVI. UTILITIES AND SERVICE SYSTEMS. Would the project:

a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Issues (and Supporting Information Sources):	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
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Discussion: The Draft 2020 General Plan will guide the long-term growth and development in Baldwin park over the next 20 years. All new development under the Draft 2020 General Plan will discharge wastewater to the regional wastewater treatment facilities. Those facilities operate in compliance with the applicable state treatment standards. The Draft 2020 Plan will not result in development of any uses that could result in exceeding the established treatment standards. New development will construct all necessary water, sewer, and drainage improvements and infrastructure required to adequately serve individual projects as required by the City and County, and will pay hook-up fees to regional facilities. Those fees are designed to provide funds for constructing new regional systems and facilities as needed to accommodate growth. The construction of on-site improvements/infrastructure by individual developments is not anticipated to result in significant impacts on the physical environment. Typically, those improvements are relatively minor, involving underground pipelines, culverts, or other similar facilities, constructed in accordance with existing regulations and standards. The City, as part of its standard development review process, will review all individual improvement plans, and will control their construction. However, the growth under the Draft 2020 General Plan together with future growth and development of the region may necessitate the construction of new regional facilities. This issue will be addressed in the EIR discussion of cumulative effects.

- | | | | | |
|---|-------------------------------------|--------------------------|-------------------------------------|--------------------------|
| d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| e) 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 checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| g) comply with federal, state, and local statutes and regulations related to solid waste? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

Discussion: The Draft 2020 General Plan will result in additional development over the life of the Plan. This development will generate additional demand for utilities, including water, wastewater, and landfill space. These issues will be addressed in the EIR.

XVII. MANDATORY FINDINGS OF SIGNIFICANCE

- | | | | | |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|
| a) Does the project have the potential to 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, 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 type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|

Discussion: There are no known biological resources or habitat conservation areas in Baldwin Park. No unique, rare, or endangered species of animals or plants are known to exist in the City. The proposed 2020 General Plan does not change historic designations or status of historical structures, nor the City's existing preservation objectives or policies. The Draft 2020 General Plan will, therefore, have no impact on these resources.

Issues (and Supporting Information Sources):	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Discussion: The proposed project is a long-term community plan to guide future development of the City of Baldwin Park. Since subsequent development projects will occur during the life of the Plan, this issue will be further discussed in the EIR.

c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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Discussion: The purpose of the Draft 2020 General Plan is to guide long-term development and ensure land use compatibility in the City, and to provide a safe living and working environment for the residents of Baldwin Park. The Plan is anticipated to result in an overall beneficial effect on people.



COUNTY OF LOS ANGELES

FIRE DEPARTMENT

1320 NORTH EASTERN AVENUE
LOS ANGELES, CALIFORNIA 90063-3294

(323) 890-4330

P. MICHAEL FREEMAN
FIRE CHIEF
FORESTER & FIRE WARDEN

February 22, 1999

Larry Onaga, City Planner
City of Baldwin Park
14403 East Pacific Avenue
Baldwin Park, CA 91706

Dear Mr. Onaga:

**SUBJECT: ENVIRONMENTAL IMPACT REPORT - (BALDWIN PARK)
INITIAL STUDY "BALDWIN PARK 2020 GENERAL PLAN
UPDATE" - (EIR #599/1999)**

The Initial Study for the City of Baldwin Park 2020 General Plan Update has been reviewed by the Planning, Subdivision, and Forestry Divisions of the County of Los Angeles Fire Department. The following are their comments:

Any development will increase the service demand on existing resources. Although this development would be in proximity to existing fire stations, it would increase service demand on the existing fire protection resources in the general area. Additional manpower, equipment, and facilities are needed in the area now. However, the degree of impact created by this project cannot be determined at this time.

The discussion of public services in the Initial Study (Page 25) misses the point. The issue is not whether construction of new facilities will have undue impacts, but whether the General Plan build-out scenario will place excessive demand on existing resources. In view of the additional 3,368 dwelling units and 2.7 million square feet of commercial and industrial space permitted by the proposed plan, there is a potentially significant impact on fire protection and emergency medical services.

Future development for the City of Baldwin Park must comply with all applicable code and ordinance requirements for construction, access, water mains, fire flows and hydrants.

SERVING THE UNINCORPORATED AREAS OF LOS ANGELES COUNTY AND THE CITIES OF

AGOURA HILLS	BRADBURY	CUDAHY	HIDDEN HILLS	LANCASTER	PALMDALE	ROLLING HILLS ESTATES	TEMPLE CITY
ARTESIA	CALABASAS	DIAMOND BAR	HUNTINGTON PARK	LA PUENTE	PALOS VERDES ESTATES	ROSEMEAD	WALNUT
AZUSA	CARSON	DUARTE	INDUSTRY	LAWNDALE	PARAMOUNT	SAN DIMAS	WEST HOLLYWOOD
BALDWIN PARK	CERRITOS	EL MONTE	IRVINDALE	LOMITA	PICO RIVERA	SANTA CLARITA	WESTLAKE VILLAGE
BELL	CLAREMONT	GLENDDORA	LA CANADA FLINTRIDGE	MALIBU	POMONA	SIGNAL HILL	WHITTIER
BELLFLOWER	COMMERCE	HAWAIIAN GARDENS	LAKWOOD	MAYWOOD	RANCHO PALOS VERDES	SOUTH EL MONTE	
BELL GARDENS	COVINA	HAWTHORNE	LA MIRADA	NORWALK	ROLLING HILLS	SOUTH GATE	

Single-family detached homes shall require a fire flow of 1,250 gallons per minute at 20 pounds per square inch residual pressure for a two-hour duration. Commercial and multiple residential development will require fire flows up to 5,000 gallons per minute at 20 pounds per square inch residual pressure for up to a five-hour duration. Final fire flows will be based on the size of buildings, its relationship to other structures, property lines, and types of construction used.

Specific fire and life safety requirements for the construction phase will be addressed at the plan check phase.

It is strongly suggested that in future development, fire sprinkler systems be installed in all commercial and residential buildings. This important tool will reduce potential fire and life losses. Systems are now technically and economically feasible for residential use.

COMMERCIAL OR INDUSTRIAL:

All on-site driveways shall provide a minimum unobstructed width of 26 feet, clear-to-sky. The on-site driveway is to be within 150 feet of all portions of the exterior walls of the first story of any building.

Driveway width for commercial or industrial developments shall be increased when any of the following conditions will exist.

1. Provide 28 feet width when buildings are three stories or more than 35 feet in height above access level. Also, for using fire truck ladders, the centerline of the access roadway shall be located parallel to, and within 30 feet of the exterior wall on one side of the proposed structure.
2. Provide 34 feet width when parallel parking is allowed on one side of the access roadway/driveway. Preference is that such parking is not adjacent to the structure.
3. Provide 42 feet width when parallel parking is allowed on each side of the access roadway/driveway.
4. All "Fire Lanes" will be depicted on the final map, and will be designated with the appropriate signage. "Fire Lanes" are any ingress/egress roadway/driveway with paving less than 34 feet in width, and will be clear-to-sky.

Size, complexity, and projected use of development may necessitate multiple ingress/egress access for the circulation of traffic, and emergency response issues.

HIGH DENSITY RESIDENTIAL:

All on-site driveways shall provide a minimum unobstructed width of 26 feet clear-to-sky. The on-site driveway is to be within 150 feet of all portions of the exterior walls of the first story of any building. The 26 feet width does not allow for parking, and shall be designated as a "Fire Lane," and have appropriate signage.

The 26 feet width shall be increased to:

1. 34 feet when parallel parking is allowed on one side of the access way.
2. 36 feet when parallel parking is allowed on both sides of the access way.
3. Any access way less than 34 feet in width shall be labeled "Fire Lane" on the final recording map, and final building plans. Driveway labeling is necessary to ensure access for Fire Department use.

SINGLE-FAMILY AND DETACHED/ATTACHED CONDOMINIUMS:

Fire Department access shall be provided up to 150 feet of all portions of the exterior walls of the first story of any single unit. If exceeding 150 feet, provide 20 feet paved width "Private Driveway/Firelane" to within 150 feet of all portions of exterior walls of unit.

Streets or driveways within the development shall be provided with the following widths:

1. Provide 36 feet width on all collector streets and those streets where parking is allowed on both sides.
2. Provide 34 feet width on cul-de-sacs up to 700 feet in length. This allows parking on both sides of the street.
3. Provide 36 feet width on cul-de-sacs from 701 to 1,000 feet in length. This allows parking on both sides of the street.

Additional fire and life safety requirements will be addressed during the building plan check phase of a given project. Fire Department requirements for access, fire flows and hydrants are addressed when approval for tentative subdivision maps are considered.

Larry Onaga, City Planner
February 22, 1999
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Should any questions arise regarding design, construction, and/or water and access, please contact Captain Jeff Vrooman at (323) 890-4243.

The statutory responsibilities of the County of Los Angeles Fire Department include erosion control, watershed management, rare and endangered species, vegetation, fuel modification for Fire Zone 4, or Very High Fire Hazard Severity Zone areas, archeological and cultural resources and the County Oak Tree Ordinance.

The areas germane to the above statutory responsibilities of the County of Los Angeles Fire Department have been addressed.

If you have any additional questions, please contact this office at (323) 890-4330.

Very truly yours,

Michael A. Wilkinson

MICHAEL A. WILKINSON, CHIEF, FORESTRY DIVISION
PREVENTION BUREAU

MAW:lc



COUNTY OF LOS ANGELES
DEPARTMENT OF PUBLIC WORKS

900 SOUTH FREMONT AVENUE
ALHAMBRA, CALIFORNIA 91803-1331
Telephone: (626) 458-5100

HARRY W. STONE, Director

ADDRESS ALL CORRESPONDENCE TO:
P O BOX 1460
ALHAMBRA, CALIFORNIA 91802-1460

February 8, 1999

IN REPLY PLEASE
REFER TO FILE: P-2

Mr. Larry Onaga
City of Baldwin Park
14403 East Pacific Avenue
Baldwin Park, CA 91706

Dear Mr. Onaga:

**RESPONSE TO A NOTICE OF PREPARATION (NOP) -
BALDWIN PARK 2020 GENERAL PLAN**

Thank you for the opportunity to provide comments on the NOP for the proposed Baldwin Park 2020 General Plan. We have reviewed the NOP and offer the following comments:

Environmental Programs

The California Solid Waste Reuse and Recycling Access Act of 1991, as amended, requires each "development project" to provide an adequate storage area for collection and removal of recyclable materials. The Environmental Impact Report (EIR) should include/discuss standards to provide adequate "waste storage areas" for collection/storage of recyclable and green waste materials for this project.

Current estimates indicate that a shortfall in permitted daily landfill disposal capacity in Los Angeles County will occur within the next few years. The construction and demolition activities and post-development operations associated with the proposed project may increase the generation of solid waste, and may negatively impact solid waste management facilities in the County. Therefore, the proposed EIR must identify what measures the project proponent will implement to mitigate the impact. These measures may include, but are not limited to, implementation of waste reduction, recycling and composting programs, as well as programs to divert the generated solid waste from the landfills.

The existing Hazardous Waste Management (HWM) facilities in this County are inadequate to handle the hazardous waste currently being generated. The proposed project may generate hazardous waste and household hazardous waste which could adversely impact existing HWM facilities. This issue should be addressed and mitigation measures provided.

Mr. Larry Onaga
February 8, 1999
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The EIR needs to fully assess the impact of this project on the quality of stormwater runoff. The EIR should reference Order No. 96-054, National Pollutant Discharge Elimination System Permit CAS614001 issued by the California Regional Water Quality Control Board to the County and local agencies. The EIR should also indicate compliance with all relevant stormwater quality management programs of the Federal, State, County, and local agencies.

Along the southeast portion of the City of Baldwin Park is the Big Dalton Wash which converges with Walnut Creek along the south to flow into the San Gabriel River on the west side. The entire City of Baldwin Park has various drains which discharge to these three water bodies. If any connections are made to these storm drains, a permit is required from this Department's Construction Division.

Should any operation within the subject project include the modification, removal, or installation of underground storage tanks and/or industrial waste control or disposal facilities, this Department's Environmental Programs Division must be contacted for required approvals and operating permits.

If you have any questions regarding the above comments, please contact Mr. Chuk Agu of our Environmental Programs Division at (626) 458-2188.

Traffic and Lighting

We do not have specific comments at this time. We would like to have the opportunity to review the necessary EIRs on a project-by-project basis for any potential traffic impacts on County roadways and intersections in the unincorporated area. The significant traffic impact criteria contained in the enclosed County of Los Angeles Traffic Impact Analysis Report Guidelines should be used when evaluating roads and intersections.

We recommend that the State of California Department of Transportation and adjoining cities review this document for significant impacts/mitigations within their jurisdictions.

If you have any questions regarding the above comments, please contact Mr. Vicente Cordero of our Traffic and Lighting Division at (626) 458-5909.

Mr. Larry Onaga
February 8, 1999
Page 3

If you have any questions regarding the environmental reviewing process of this Department, please contact Mr. Vik Bapna at the address on the first page or at (626) 458-4363.

Very truly yours,

HARRY W. STONE
Director of Public Works



For: DAVID YAMAHARA
Assistant Deputy Director
Planning Division

YC:km/178

Enc.

DEPARTMENT OF CONSERVATION

801 K Street, MS 24-02
Sacramento, CA 95814
(916) 445-8733 Phone
(916) 324-0948 Fax
(916) 324-2555 TDD



February 8, 1999

Mr. Larry Onaga, City Planner
City of Baldwin Park
14403 East Pacific Avenue
Baldwin Park, CA 91706

Subject: Notice of Preparation for Environmental Impact Report Baldwin Park 2020
General Plan, **SCH # 99011014**

Dear Mr. Onaga:

The California Department of Conservation's Division of Mines and Geology (DMG) has reviewed the above referenced notice of preparation. DMG gathers information on the State's mineral resources and geologic hazards, and comments on projects pursuant to CEQA with respect these issues. DMG geologists and seismologists have developed the following comments and information for your consideration.

We have enclosed information about geologic hazards within the City of Baldwin Park that you should find useful in preparing your new general plan and its draft environmental impact report (DEIR). Particularly, it is important that the new safety element of the general plan utilize this information in addressing the following three significant geologic issues.

Liquefaction and Landslides

The southwestern half of the City of Baldwin Park has been designated by the State Geologist as an official liquefaction hazard zone under the Seismic Hazards Mapping Act. The preliminary maps were sent to the City of Baldwin Park on August 17, 1998. The State Geologist plans to issue official maps in March 1999. While the preliminary maps are generally accurate, only the final official version of the maps should be cited and used in the Safety Element. For example, there will be some slight changes in the graphics that show a setback zone for the deep gravel pits that are immediately adjacent to the City's boundary.

Liquefaction hazards within Baldwin Park should be evaluated by the procedures outlined in Special Publication 117, *Guidelines for Evaluating and Mitigating Seismic Hazards in California*. This 74-page document was published in 1997 and official copies have been transmitted to the City of Baldwin Park; additional copies can be downloaded for free from our DMG website at www.consrv.ca.gov/dmg. Your

consulting planners should refer to SP-117 as they deal with Liquefaction hazards in preparing the general plan.

Earthquake Ground Motion

Engineering geologists and seismologists within DMG have computed the earthquake ground motion for the City of Baldwin Park using probabilistic seismic hazard analysis methods. The City Hall was selected as the arbitrary sample point within the City for the purpose of this computation. The actual ground motion will vary slightly higher in a northerly direction towards the Sierra Madre Fault. The Peak Ground Acceleration that should be used for planning purposes is $PGA \cong 0.58g$. This value applies to all residential and commercial construction pursuant to Chapter 16 of the 1997 Uniform Building Code. We have also computed a higher level of ground motion, $PGA \cong 0.72g$, for the Upper Bound Earthquake that applies to all hospitals and public schools under the Field Act (Title 24 of California Code of Regulations).

An important consideration for the preparation of both the Draft EIR and Safety Element is that the computed values for earthquake ground motion is higher than the envelope of spectral values from the Uniform Building Code (UBC Figure 16-3). Therefore, the impact under CEQA is deemed "significant" on a continuing basis. The spectral diagram of earthquake ground motion should be published in the Safety Element as a key scientific document of relevance to public safety. (The table that accompanies it contains the numerical values for points along the spectral acceleration curves.)

Mineral Resources

The DMG mineral land classification maps (1982 CDMG Special Report 143, Plate 4.12, extract attached) constitute a legal finding by the State Geologist and the State Mining and Geology Board with respect to the significance of mineral deposits in the State. DMG Special Report 143 (1982; see Plate 4.12, extract attached) shows that the entire City of Baldwin Park has been mapped as MRZ-2, i.e., that "significant mineral deposits are present." Indeed, experts in the field, including DMG geologists, consider the San Gabriel River alluvium, on a dollar per acre basis, to be among the most important economic and highest quality deposits worldwide.

The MRZ-2 designation has long term and significant implications for the City's General Plan and land-use zoning. The DEIR should reflect the above information in describing the site. In doing this, we suggest that the DEIR incorporate the relevant parts of DMG's Surface Mining and Reclamation Act publications. The DEIR should also include a thorough assessment of the impacts of the diminishment of this resource, including the cost and future availability of alternative aggregate sources to meet the projected population of the region. Finally, the DEIR should consider

Mr. Larry Onaga
February 8, 1999
Page 3

mitigation measures, and alternatives, that would reduce project impacts below significance.

Thank you for the opportunity to review the NOP. If you have questions regarding the above comments or enclosed materials, please contact Senior Engineering Geologist Theodore C. Smith (916-323-8569), the outreach coordinator who previously met with the City regarding the liquefaction zoning. You may also contact Senior Engineering Geologist Robert H. Sydnor (916-323-4399), who determined the earthquake ground motion for Baldwin Park, and has oversight regarding general plan safety elements. Finally, we encourage you to contact Senior Geologist Russ Miller, of our Southern California office (213-620-3560), for assistance in addressing mineral resource issues.

Sincerely,

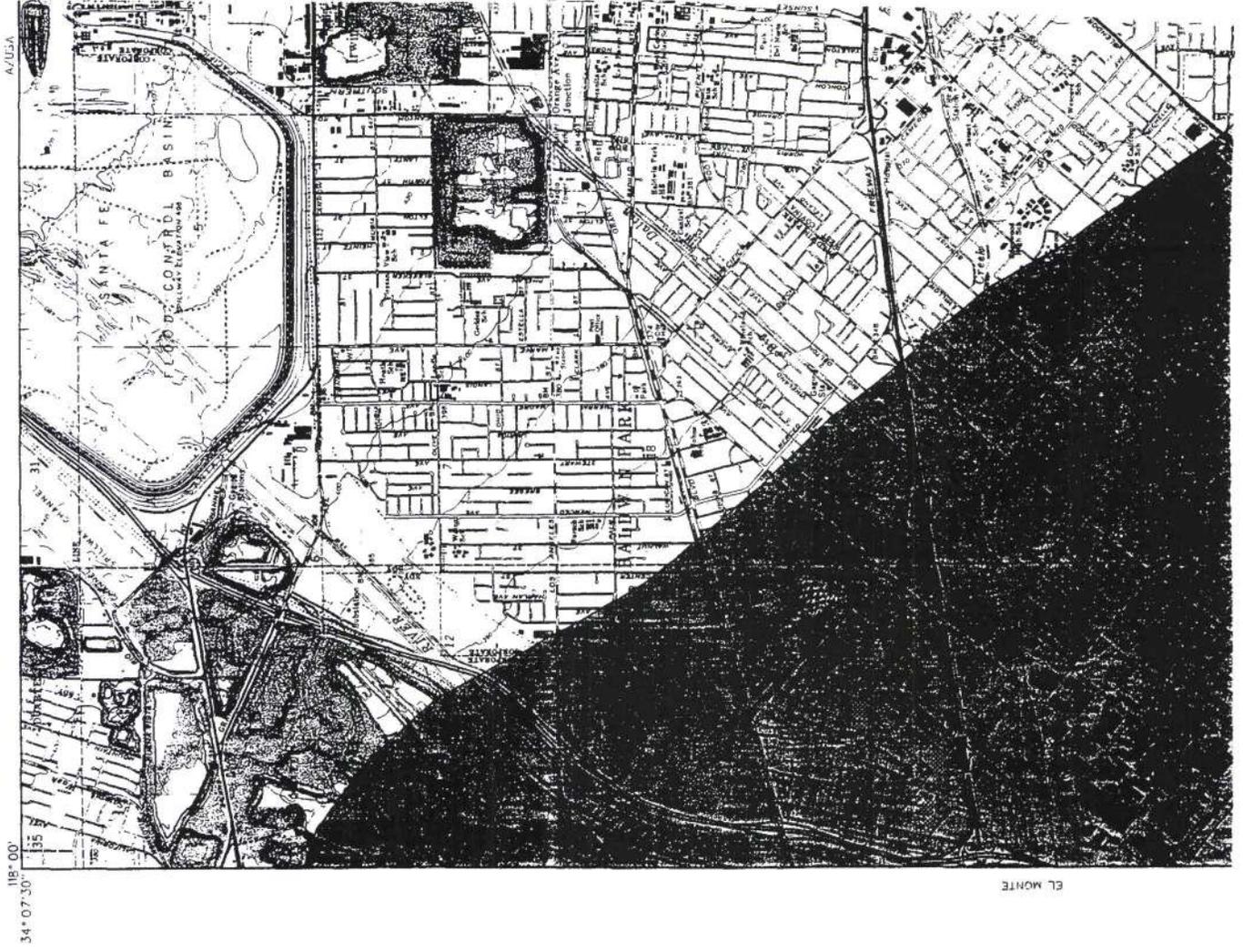


Jason Marshall
Assistant Director

Attachments:

1. Extract of Baldwin Park Quadrangle
2. Spectral Response Diagram (earthquake ground motion)
3. Table of Spectral Data
4. Mineral Land Classification Map (CDMG SR-143, Plate 4.12, extract)
5. San Gabriel Fan Production District (CDMG SR 139, Figure 10, extract)

cc: Russ Miller, DMG-Los Angeles
Robert Sydnor, DMG-Sacramento
Theodore Smith, DMG-Sacramento



DIVISION OF MINES AND GEOLOGY
 JAMES F. DAVIS, STATE GEOLOGIST

34° 07' 30" 118° 00' 00" A7/USA

STATE OF CALIFORNIA

SEISMIC HAZARD ZONES

Delineated in compliance with
 Chapter 7.8, Division 2 of the California Public Resources Code
 (Seismic Hazards Mapping Act)

**BALDWIN PARK QUADRANGLE
 PRELIMINARY MAP**

Released: August 17, 1998



MAP EXPLANATION
 Zones of Required Investigation:

- Liquefaction**
 Areas where historic occurrence of liquefaction, or local geological, geotechnical and groundwater conditions indicate a potential for permanent ground displacements such that mitigation as defined in Public Resources Code Section 2693(c) would be required.
- Earthquake-Induced Landslides**
 Areas where previous occurrence of landslide movement, or local topographic, geological, geotechnical and subsurface water conditions indicate a potential for permanent ground displacements such that mitigation as defined in Public Resources Code Section 2693(c) would be required.

DATA AND METHODOLOGY USED TO DEVELOP
 THIS MAP ARE PRESENTED IN THE FOLLOWING:

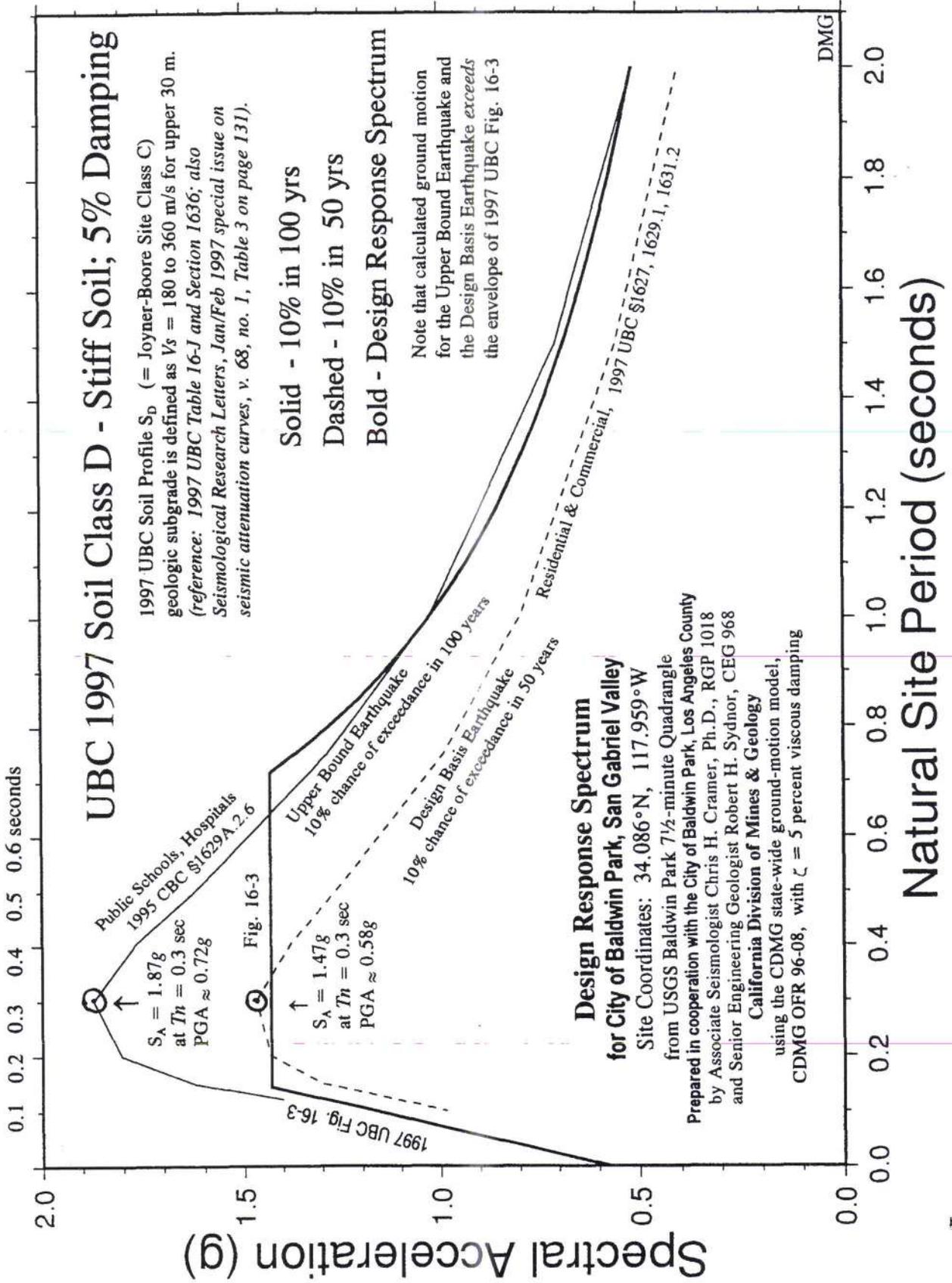
Seismic Hazard Evaluation of the Baldwin Park 7.5 minute quadrangle, Los Angeles County, California: California Division of Mines and Geology, Open-File Report 88-13

For additional information on seismic hazards in this map area, the rationale used for zoning, and additional references consulted, refer to DMG's World Wide Web site (<http://www.consrv.ca.gov/dmg/>).

SEND TECHNICAL COMMENTS TO:
 State Mining and Geology Board
 801 K Street, MS 24-05
 Sacramento, CA 95814
 COMMENT DEADLINE: November 17, 1998

EL MONTE

Baldwin Park - City Hall



DEPARTMENT OF CONSERVATION

DIVISION OF MINES AND GEOLOGY

801 K Street, Mail Stop 12-31
 Sacramento, CA 95814-3531
 phone (916) 323-4399
 www.consrv.ca.gov/dmg
 RSydnor@consrv.ca.gov
 fax (916) 322-4765



Design Response Spectrum for City of Baldwin Park, San Gabriel Valley

Site Coordinates: 34.086°N, 117.959°W
 from USGS Baldwin Park 7½-minute Quadrangle
 Prepared in cooperation with the City of Baldwin Park, Los Angeles County
 by Associate Seismologist Chris H. Cramer, Ph.D., RGP 1018
 and Senior Engineering Geologist Robert H. Sydnor, CEG 968
California Division of Mines & Geology
 using the CDMG state-wide ground-motion model,
 CDMG OFR 96-08, with $\zeta = 5$ percent viscous damping

Boore et al. (1994) Class C: Schools & Hospitals
 Design Basis Eq. Upper Bound Eq.
 10% in 50 years 10% in 100 years

PGA →	0.580 0.58g	0.725 0.72g
0.10s SA	0.986	1.235
0.15s SA	1.298	1.623
0.20s SA	1.433	1.805
0.30s SA →	1.468 1.47g	1.873 1.87g
0.40s SA	1.381	1.771
0.50s SA	1.266	1.624
0.75s SA	0.988	1.284
1.00s SA	0.795	1.024
1.50s SA	0.551	0.703
2.00s SA	0.400	0.509

All values in units of g (=980.665 cm/sec/sec)

Design Response Spectrum parameters for site:

Site is in UBC97 zone 4

Ca= 0.57200; Cv= 1.02400

Ts= 0.71608; To= 0.14322



BALDWIN PARK QUADRANGLE
SPECIAL REPORT 143
PLATE 4, 12

All of the City of Baldwin Park has been legally zoned in 1982 by the State Geologist as a Mineral Resource Zone 2 (MRZ-2) where "significant mineral deposits are present..."

EXPLANATION

Drill hole



OUTER BOUNDARY OF AREAS SUBJECT TO URBANIZATION
Boundaries established from data supplied by the Office of Planning and Research with modifications developed from information supplied by local government and other sources. Hachures lie within area undergoing urbanization.



EXISTING URBAN BOUNDARIES
Boundaries established by the Office of Planning and Research and by data supplied by local government agencies and other sources to reflect present conditions. Hachures lie within urban area.



PRODUCTION-CONSUMPTION REGION BOUNDARY
(see text for discussion)

MINERAL RESOURCE ZONE BOUNDARIES

MRZ-1

Areas where adequate information indicates that no significant mineral deposits are present, or where it is judged that little likelihood exists for their presence.

MRZ-2

Areas where adequate information indicates that significant mineral deposits are present or where it is judged that a high likelihood for their presence exists.

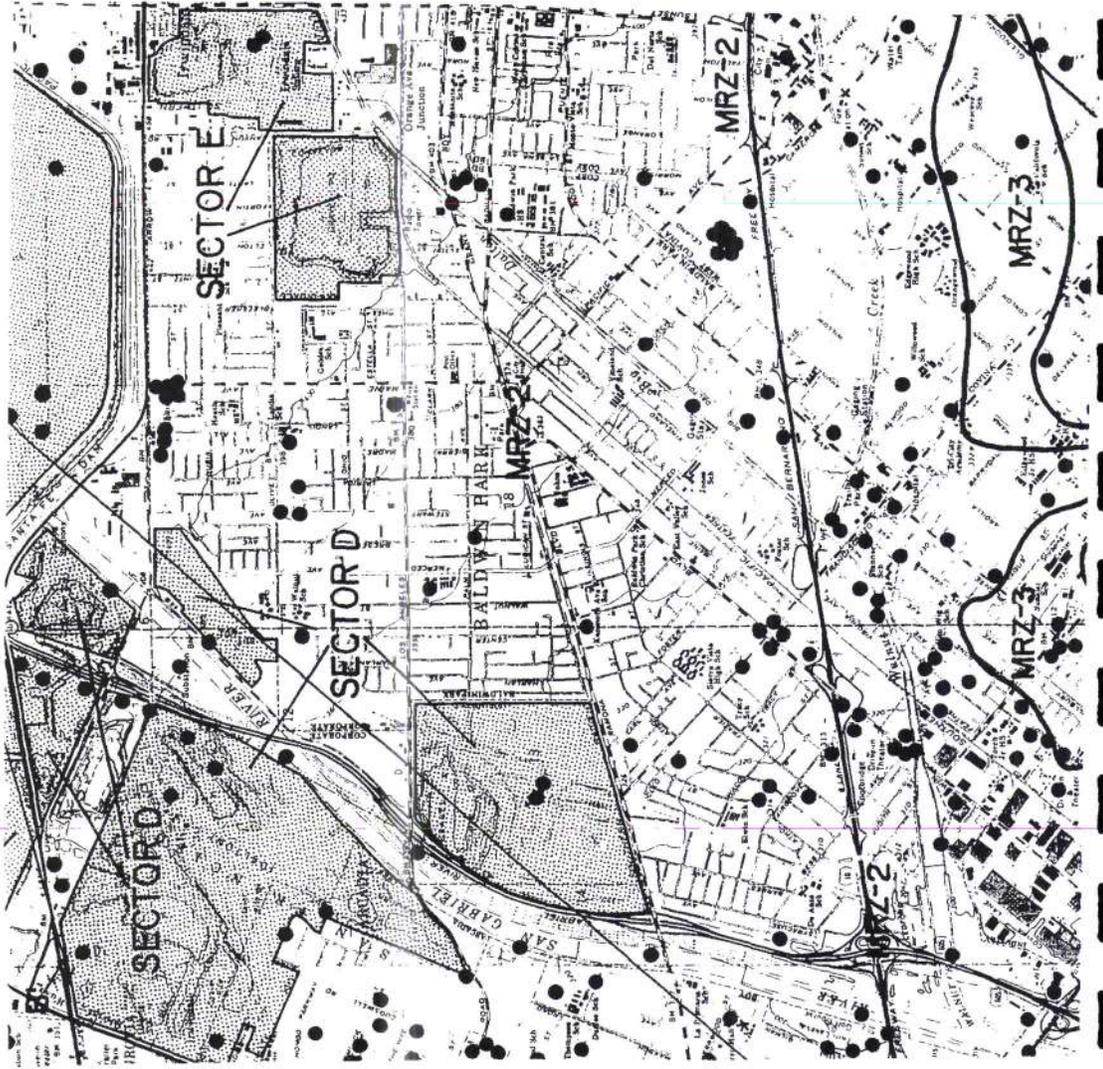
MRZ-3

Areas containing mineral deposits the significance of which cannot be evaluated from available data.

MRZ-4

Areas where available information is inadequate for assignment to any other MRZ zone.

See text for additional explanation of MRZ Symbols.



MINERAL LAND CLASSIFICATION MAP
AGGREGATE RESOURCES ONLY

PREPARED IN COMPLIANCE WITH THE SURFACE MINING AND RECLAMATION ACT OF 1975, ARTICLE 4, SECTION 2761

James S. Harro
STATE GEOLOGIST JUNE 1, 1982

AGGREGATES IN THE GREATER LOS ANGELES AREA, CALIFORNIA

By

James R. Evans, Thomas P. Anderson, Michael W. Manson,
Randall L. Maud, William B. Clark, and Donald L. Fife

CALIFORNIA DIVISION OF MINES AND GEOLOGY

Special Report 139

1979

20

CALIFORNIA DIVISION OF MINES AND GEOLOGY

SR 139

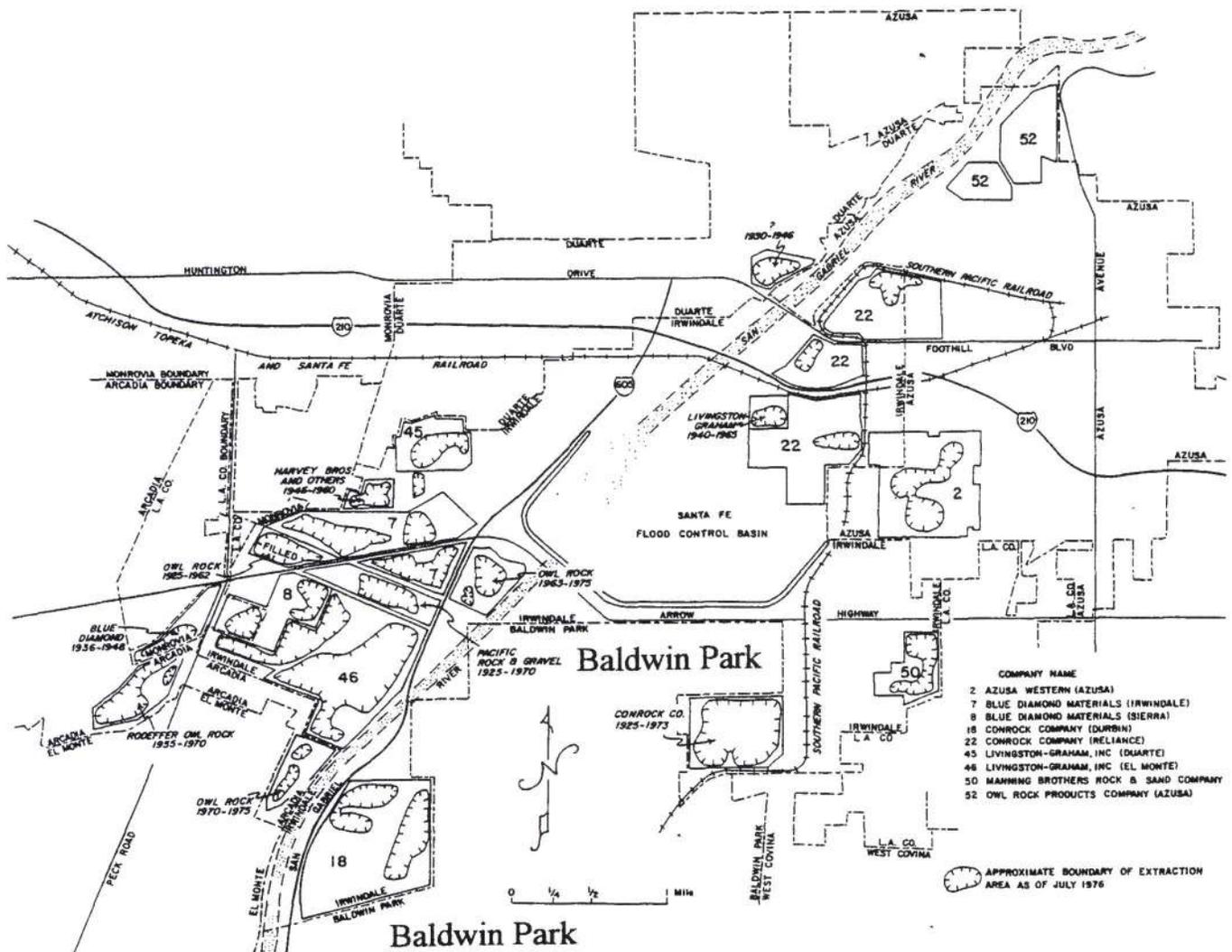


Figure 10. San Gabriel fan production district (see Figure 1): Sketch map showing land owned or leased by aggregate companies as of July 1976.

DEPARTMENT OF TRANSPORTATION

DISTRICT 7, ADVANCE PLANNING
IGR OFFICE 1-10C
120 SO. SPRING ST
LOS ANGELES, CA 90012
TEL: (213) 897-6536 ATSS: 8-647-6536
FAX: (213) 897-8906
E-mail: NYerjanian/D07/Caltrans/Cagov@DOT



Mr. Larry Onaga, City Planner
City of Baldwin Park
14403 East Pacific Avenue
Baldwin Park, CA. 91706

RE: IGR/CEQA 980122NY
Notice of Preparation
Baldwin Park 2020 General Plan

January 13, 1999

Dear Mr. Onaga:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the Baldwin Park 2020 General Plan.

Based on the information received, and to assist us in our efforts to completely evaluate and assess the impacts of this project on the State Transportation System, a traffic study in advance of the DEIR should be prepared to analyze the following information:

1. Assumptions and methods used to develop trip generation/distribution, percentages and assignments.
2. An analysis of ADT, AM, and PM peak-hour volumes for both the existing and future (year 2020) conditions. This should include Routes 605, I-10 and affected ramps, streets, crossroads, and controlling intersections.
3. This analysis should include project traffic, cumulative traffic generated for all approved developments in the area, Interchange Utilization (I.C.U.) and Level of Service (LOS) of affected freeway ramp intersections on the State Highway indicating existing + project(s) + other projects LOS (existing and future).

Mr. Onaga

January 13, 1999

4. Discussion of mitigation measures appropriate to alleviate anticipated traffic impacts. These mitigation discussions should include, but not be limited to, the following:
 - o financing
 - o scheduling considerations
 - o implementation responsibilities
 - o monitoring plan

5. Developer's percent share of the cost, as well as a plan of realistic mitigation measures under the control of the developer should be addressed. Any assessment fees for mitigation should be of such proportion as to cover mainline highway deficiencies that occur as a result of the additional traffic generated by the project.

We look forward to reviewing the DEIR. We expect to receive a copy from the State Clearinghouse. However, to expedite the review process, you may send two copies in advance to the undersigned at the following address:

Stephen Buswell
IGR/CEQA Program Manager
Caltrans District 07
Transportation Planning Office, 1-10C
120 S. Spring St., Los Angeles, CA 90012

If you have any questions, please call Mr. Yerjanian at (213) 897-6536 and refer to IGR/CEQA980122NY.

Sincerely,



STEPHEN J. BUSWELL
IGR/CEQA Program Manager
Transportation Planning Office

D:\980122NY



COUNTY SANITATION DISTRICTS OF LOS ANGELES COUNTY

1955 Workman Mill Road, Whittier, CA 90601-1400
Mailing Address P O Box 4998, Whittier, CA 90607-4998
Telephone: (562) 699-7411, FAX: (562) 699-5422

CHARLES W. CARRY
Chief Engineer and General Manager

January 15, 1999

File No: 15-00.04-00

Mr. Larry Onaga
City Planner
City of Baldwin Park
14403 E. Pacific Avenue
Baldwin Park, CA 91706

Dear Mr. Onaga:

Baldwin Park 2020 General Plan

The County Sanitation Districts of Los Angeles County (Districts) received a Notice of Preparation of a Draft Environmental Impact Report for the subject project on January 6, 1999. The proposed development is located within the jurisdictional boundaries of District No. 15. We offer the following comments regarding sewerage service:

- The Districts are empowered by the California Health and Safety Code to charge a fee for the privilege of connecting (directly or indirectly) to the Districts' Sewerage System or **increasing the existing strength and/or quantity of wastewater attributable to a particular parcel or operation already connected**. This connection fee is required to construct an incremental expansion of the Sewerage System to accommodate the proposed project which will mitigate the impact of this project on the present Sewerage System. Payment of a connection fee will be required before a permit to connect to the sewer is issued.
- The design capacities of the Districts' wastewater treatment facilities are based on population forecasts adopted in the Southern California Association of Governments' (SCAG) 1994 Regional Comprehensive Plan and Guide (RCPG). The RCPG is part of the 1994 South Coast Air Quality Management Plan (AQMP). The AQMP and RCPG are jointly prepared by the South Coast Air Quality Management District (SCAQMD) and SCAG as a requirement of the Federal Clean Air Act (CAA). In order to conform with the AQMP, all expansions of Districts' facilities must be sized and service phased in a manner which will be consistent with the Growth Management Element of the RCPG. The Growth Management Element contains a regional growth forecast for the counties of Los Angeles, Orange, San Bernardino, Riverside, Ventura, and Imperial which was prepared by SCAG. Specific policies included in the RCPG which deal with the management of growth will be incorporated into the AQMP strategies to improve air quality in the South Coast Air Basin. The available capacity of the Districts' treatment facilities will, therefore, be limited to levels associated

Mr. Larry Onaga

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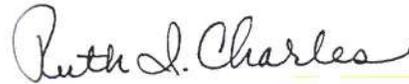
January 15, 1999

with approved growth identified in the RCPG. As such, this letter does not constitute a guarantee of wastewater service, but is to advise you that the Districts intend to provide this service up to the levels which are legally permitted and to inform you of the currently existing capacity and any proposed expansion of the Districts' facilities.

If you have any questions, please contact the undersigned at (562) 699-7411, extension 2717.

Very truly yours,

Charles W. Carry



Ruth I. Charles
Engineering Technician
Planning & Property Management Section

RIC:eg

January 6, 1999



Main Office

818 West Seventh Street
12th Floor
Los Angeles, California
90017-3435

t (213) 236-1800

f (213) 236-1825

www.scag.ca.gov

Officers: • President: Mayor, Bob Bartlett, City of Me...
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County of Orange: William Steiner, Orange County • Steve Apodaca, San Clemente • Ron Bates, Los Alamitos • Art Brown, Buena Park • Jan Debay, Newport Beach • Richard Dixon, Lake Forest • Charlene Hatakeyama, La Palma • Bev Perry, Brea

County of Riverside: James Venable, Riverside County • Jan Leja, Beaumont • Dick Kelly, Palm Desert • Ron Loweridge, Riverside • Andrea Puga, Corona • Ron Roberts, Temecula

County of San Bernardino: Kathy Davis, San Bernardino County • Bill Alexander, Rancho Cucamonga • Jim Bagley, Twentynine Palms • Don... Fontana • Lee Ann Garcia, Grand Terrace • Norton-Perry, Chino Hills • John Star... Highland

County of Ventura: Judy Mikels, Ventura County • Andrew Fox, Thousand Oaks • John Melton, Santa Paula • Tom Young, Port Hueneme

Riverside County Transportation Commission: Tom Mullen, Riverside County

Ventura County Transportation Commission: Bill Davis, Simi Valley

Mr. Larry Onago, City Planner
City of Baldwin Park
14403 East Pacific Avenue
Baldwin Park, CA 91706

RE: **Comments on the Notice of Preparation for the Draft Environmental Impact Report for the Baldwin Park 2020 General Plan - SCAG No. 19900003**

Dear Mr. Onago:

Thank you for submitting the **Notice of Preparation for the Draft Environmental Impact Report for the Baldwin Park 2020 General Plan** to SCAG for review and comment. As areawide clearinghouse for regionally significant projects, SCAG assists cities, counties and other agencies in reviewing projects and plans for consistency with regional plans.

In addition, The California Environmental Quality Act requires that EIRs discuss any inconsistencies between the proposed project and the applicable general plans and **regional plans (Section 15125 [b])**. If there are inconsistencies, an explanation and rationalization for such inconsistencies should be provided.

Policies of SCAG's Regional Comprehensive Plan and Guide and Regional Transportation Plan which may be applicable to your project are outlined in the attachment. We expect the **DEIR to specifically cite the appropriate SCAG policies and address the manner in which the Project is consistent with applicable core policies or supportive of applicable ancillary policies**. Please use our policy numbers to refer to them in your DEIR. Also, we would encourage you to use a **side-by-side comparison of SCAG policies with a discussion of the consistency or support of the policy with the Proposed Project**.

Please provide a minimum of 45 days for SCAG to review the DEIR when this document is available. If you have any questions regarding the attached comments, please contact David Stein at (213) 236-1917.

Sincerely,

ARNOLD I. SHERWOOD
Director, Performance Assessment and Implementation

**COMMENTS ON THE PROPOSAL TO DEVELOP THE
DRAFT ENVIRONMENTAL IMPACT REPORT FOR THE
BALDWIN PARK 2020 GENERAL PLAN**

PROJECT DESCRIPTION

The proposed Project involves the updating, adoption and implementation of the Baldwin Park General Public Safety, Conservation and Open Space, Air Quality, Noise and Community Design.

CONSISTENCY WITH REGIONAL COMPREHENSIVE PLAN AND GUIDE POLICIES

The Growth Management Chapter (GMC) of the Regional Comprehensive Plan and Guide (RCPG) contains the following policies that are particularly applicable and should be addressed in the Draft EIR for the Project.

- 3.01 *The population, housing, and jobs forecasts, which are adopted by SCAG's Regional Council and that reflect local plans and policies, shall be used by SCAG in all phases of implementation and review.*
- 3.03 *The timing, financing, and location of public facilities, utility systems, and transportation systems shall be used by SCAG to implement the region's growth policies.*

REGIONAL GROWTH FORECASTS

The Draft EIR should reflect the most current SCAG forecasts which are the 1998 RTP (April 1998) Population, Household and Employment forecasts for the SGVCOG subregion and the City of Baldwin Park. These forecasts follow:

SCAG SGVCOG Forecasts	2000	2005	2010	2015	2020
Population	1,566,700	1,624,400	1,673,500	1,728,700	1,805,200
Households	447,300	459,200	478,400	497,800	529,500
Employment	586,200	635,000	695,600	739,200	776,300

SCAG City of Baldwin Park Forecasts	2000	2005	2010	2015	2020
Population	76,300	79,200	81,700	84,400	88,300
Households	17,100	17,300	17,500	17,800	18,200
Employment	17,100	18,900	21,200	22,800	24,200

REGIONAL TRANSPORTATION PLAN

The Regional Transportation Plan (RTP) also has goals, objectives, policies and actions pertinent to this proposed project. This RTP links the goal of sustaining mobility with the goals of fostering economic development, enhancing the environment, reducing energy consumption, promoting transportation-friendly development patterns, and encouraging fair and equitable access to residents affected by socio-economic, geographic and commercial limitations. Among the relevant goals, objectives, policies and actions of the RTP are the following:

Core Regional Transportation Plan Goals

1. *Meet the need for mobility and access to transportation of an increased employment and population base in the subregions and region, reduce congestion to 1990 or better levels of performance and enhance the movement of goods.*
2. *Ensure that transportation investments are cost-effective, protect the environment, promote energy efficiency and enhance the quality of life.*
3. *Serve everyone's transportation needs in a safe, reliable and economical way, including those who depend on public transit, such as the elderly, handicapped and disadvantaged.*
4. *Develop regional transportation solutions that complement subregional transportation systems and the needs of cities, communities and subregions.*
5. *Promote transportation strategies that are innovative and market-based, encourage new technologies and support the Southern California economy.*

Core Regional Transportation Plan Objectives (Regional Performance Indicators*)

1. *Mobility - Transportation Systems should meet the public need for improved access, and for safe, comfortable, convenient and economical movements of people and goods.*
 - *Average Work Trip Travel Time in Minutes - 22 minutes*
 - *PM Peak-Highway Speed - 33 mph*
 - *Percent of PM Peak Travel in Delay (All Trips) - 33%*

2. *Accessibility - Transportation Systems should ensure the ease with which opportunities are reached. Transportation and land use measures should be employed to ensure minimal time and cost.*
 - *Work Opportunities within 25 Minutes - 88%*
 3. *Environment - Transportation Systems should sustain development and preservation of the existing system and the environment. (All Trips)*
 - *Meeting Federal and State Standards - Meet Air Plan Emission Budgets*
 4. *Reliability - Reasonable and dependable levels of service by mode. (All Trips)*
 - *Transit - 63%*
 - *Highway - 76%*
 4. *Safety - Transportation Systems should provide minimal, risk, accident, death and injury. (All Trips)*
 - *Fatalities Per Million Passenger Miles - 0.008*
 - *Injury Accidents - 0.929*
 5. *Livable Communities - Transportation Systems should facilitate Livable Communities in which all residents have access to all opportunities with minimal travel time. (All Trips)*
 - *Vehicle Trip Reduction - 1.5%*
 - *Vehicle Miles Traveled Reduction - 10.0%*
 6. *Equity - The benefits of transportation investments should be equitably distributed among all ethnic, age and income groups. (All trips)*
 - *Low-Income (Household Income \$12,000) Share of Net Benefits - Equitable Distribution of Benefits*
 7. *Cost-Effectiveness - Maximize return on transportation investment. (All Trips)*
 - *Net Present Value - Maximum Return on Transportation Investment*
 - *Value of a Dollar Invested -- Maximum Return on Transportation Investment*
- The numeric Regional Plan Objectives are not applicable on a project level, since the objectives are based upon performance of the regional system as a whole. Furthermore, several important policy issues are not accommodated in the Regional Plan Objectives, such as environmental impacts other than air quality. Individual projects must be evaluated by the local implementing agency and the goals and policies (i.e. mobility, accessibility, environment, reliability, safety, equity, Livable Communities, and cost-effectiveness) evaluated and weighed during the final project development. Such evaluation could occur via the MIS and/or other environmental review processes. Projects are then proposed for funding through the RTIP which must be consistent with the RTP.

Core Regional Transportation Plan Policies

- 4.01 *Transportation investments shall be based on SCAG's adopted Regional Performance Indicators.*
- 4.02 *Transportation investments shall mitigate environmental impacts to an acceptable level.*
- 4.03 *Major Investment Studies and other studies of regional transportation facilities shall include consideration of freight movement.*
- 4.04 *Transportation Control Measures shall be a priority.*
- 4.05 *The Regional Transportation Improvement Program (RTIP) shall be developed using the RTP as guidance, and approval shall be based on its implementation of the RTP.*
- 4.06 *Implementing transit restructuring, including Smart Shuttles, freight improvements, advanced transportation technologies, airport ground access and traveler information services are RTP priorities.*
- 4.07 *Projects proposed for the Regional Transportation Improvement Program (RTIP) that do not indicate a reasonable phasing of construction between segments will not be approved.*
- 4.08 *All existing and new public transit services, facilities and/or systems shall be fully accessible to persons with disabilities as required by applicable sections of the 1990 Americans with Disabilities Act.*
- 4.10 *All existing and new public transit services shall be provided in a manner consistent with Title VI of the 1964 Civil Rights Act, prohibiting intentional discrimination and adverse disparate impact with regard to race, ethnicity, or national origin.*
- 4.11 *All existing and new public transit services, facilities and/or systems shall evaluate the potential for private sector participation through the use of competitive procurement.*
- 4.15 *Arterial HOV facilities to support transit and rideshare will be supported and encouraged.*
- 4.16 *Maintaining and operating the existing transportation system will be a priority over*

expanding capacity.

- 4.17 *Alternatives to highway expansion must be evaluated before giving regional approval to expand single occupancy lanes.*

Core Regional Transportation Plan Actions

Livable Communities

1. *Study the impact of the Livable Community strategy on VMT and Vehicle Trip Reductions.*
2. *Continue public dialogue and education on the benefits of Livable Communities.*

Non-Motorized

3. *Improve or construct priority bicycle and pedestrian facilities identified in county and subregional Non-Motorized Plans.*

Location Efficient Mortgage

4. *Support continuing efforts by the Center for Neighborhood Technology and Surface Transportation Policy Project to develop and promote LEMs and obtain participation agreements by lending institutions.*
5. *Develop methodologies to evaluate mobility and air quality impacts.*
6. *Work with housing industry, financial institutions, affordable housing interests and agencies to promote the LEM strategy.*

Intelligent Transportation Systems

11. *Refine Priority Corridor institutional relationships to focus on development and deployment of ITS projects consistent with the ITS Strategic Plan, national architecture, and regional performance.*
12. *Develop policies and guidance to incorporate ITS projects in the development, design, and funding of regional projects.*
13. *Work with US Department of Transportation, Caltrans, CTCs, Subregions, local governments and the private sector to identify public and private funding for implementation of ITS projects in the Region.*

14. *Expect emphasis of ITS to occur at subregional level.*

Advanced Traveler Information

15. *All Transportation agencies to pursue their participation in developing ATIS components.*
16. *The Southern California Economic Partnership to develop and implement a deployment plan for ATIS.*

Commuter Information and Marketing Services

17. *Program funds in the RTIP to maintain the existing carpool market share and increase the number of car-poolers by 8,000 per year, with each county contributing its fair share according to an agreed-upon formula.*

Transit Restructuring

18. *Work with transit operators and transportation commissions to evaluate restructuring existing services away from least performing lines towards more efficient transit services that meet the regional performance goal by the year 2010.*
19. *Work with County Transportation Commissions to document and monitor transit restructuring through the Short Range Transit Plan (SRTP) process.*

Smart Shuttles

20. *Develop a system of demand responsive transit to be implemented at major centers in the Region, providing multi-modal linkages, access within centers, and connections between centers.*

Transit Corridors

21. *Support an Orange County 15-mile light rail line within the Central Corridor with a feeder system that meets performance objectives and is financially feasible.*
22. *Support preliminary engineering studies for the Orange County 28 mile light rail line within the Central Corridor. The target ridership goal is 83,000 per day. Ridership will be reevaluated in concert with appropriate County Transportation Commission's staff.*

23. *Construct exclusive transit corridors to minimize travel time and achieve the ridership in Table 3 of the Regional Transportation Plan.*
24. *Perform Major Investment Studies on transit corridors.*
25. *Coordinate with San Bernardino County to review transit corridor serving Redlands and develop recommendations for same.*

Transit Centers/Park-n-Ride Facilities

26. *Develop a subregionally focused public education and training program through a regional Livable Places Initiative that promotes successful local urban design examples of land use related transportation planning, that reduces reliance on auto travel and improves community livability, and economic vitality*
27. *Continue to refine methodologies to evaluate transit center mobility and air quality impacts.*
28. *Enhance transit centers, constructing new centers and providing additional park-n-ride facilities to encourage alternatives to single occupant automobiles.*

Commuter Rail

29. *Increase Metrolink service on all commuter rail lines.*

High-Occupancy Vehicle Lanes

31. *Close HOV system gaps.*
32. *Construct High Occupancy Vehicle lane in each direction on SR-22 provided that it will be paid for by savings from Measure M funds.*

HOV Connectors

33. *Construct freeway-to-freeway connectors.*

Mixed Flow

34. *Add a number of mixed flow lanes to the freeway system to increase capacity, to provide gap closures and for connectivity.*

Roadways

43. *Improve arterials that serve regional needs for freight movement or provide capacity within commute sheds. The Plan proposes \$1 billion in addition to funds already identified by Transportation Commissions and Subregions. The \$1 billion dollars for arterial projects is not sufficient to meet regional needs and requires further research and funding.*
44. *Each County Transportation Commission and IVAG allocates its fair share of funding for arterials to the Subregions within the boundaries of the respective commission and IVAG based upon identified regional mobility needs and SCAG's Performance Indicators.*

Rail Grade Crossings

53. *Support Subregions in obtaining funding for grade crossing studies.*
54. *Construct grade separations at rail lines. Study the funding mechanisms for grade crossing projects to meet the needs of the entire Region.*
55. *Recognize the need for additional funding for grade crossing projects to relieve truck congestion because current program funding needs exceed available public and private funding.*

Vanpooling

61. *Continue to support private provision of vanpool programs.*
62. *Create a strong public-private partnership to increase the number of commuter vanpools from 2,000 to 5,000 through more effective marketing, and through the provision of non-monetary public sector incentives.*
63. *Develop and implement pilot projects to test the concept of replacing low-performing express bus services with non-subsidized vanpools.*
64. *Work with private and public organizations to develop programs that qualify for federal, Environmental Protection Agency's implementation strategies.*

Telecommunications

65. *Support policies and programs that facilitate individuals and business employees working at home.*
66. *Support public policies, programs, legislation, ordinances, housing designs and building permits that enable and support self-employed and other private sector employees working at home.*

67. *The Southern California Economic Partnership should pursue partnerships, agreements and marketing techniques that promote work at home and implementation of telecommunications opportunities that help to reduce travel demand.*

Voluntary Implementation (Non-Regulatory) of Emission Reduction Strategies

68. *SCAG and the Southern California Economic Partnership work together with public and private organizations to develop approaches, agreements and institutional arrangements for implementation of the SCAG Telecommunications Strategy, smart shuttles, livable communities, ATIS and alternative fuels as well as for possible inclusion in future SIPs for attainment demonstration.*

Ground Access

73. *Construct improvements on arterials, highway and rail lines to accommodate added freight and passenger movements to and from airports.*
74. *Support subregions in obtaining funding for ground access studies.*

Alternative Fuels and Clean Cities

77. *Support permitting of alternative and zero emission vehicle infrastructure and charging stations.*
78. *The Southern California Economic Partnership to work with public and private organizations to form partnerships, agreements and marketing techniques to accelerate the deployment of zero emission and alternative fuels vehicles.*

Welfare to Work

80. *Provide "one-stop" information centers for welfare recipients entering the work force by linking Advanced Transportation Information Systems directly to job placement/referral and job training centers.*
81. *Develop and implement programs to utilize lower-cost, non-traditional transportation systems (such as shared-ride taxi services, jitneys, etc.) to supplement existing transit services to provide access to employment opportunities for welfare recipients.*
82. *Work with employers, job placement/referral and job training centers to integrate new workers entering the work force into existing employer-based commuter assistance programs.*
83. *Incorporate equity objectives into the RTP's transportation strategy.*

Major Investment Studies (MISs) Corridor Studies, Project Study Reports ND Environmental Documents

84. *Complete the current Major Investment Studies, initiate the proposed/future investment studies, and consider incorporating completed MIS preferred alternatives into the RTP, based on performance indicators and funding availability.*
85. *Complete current corridor studies on projects, corridors and subareas included in the constrained (first priority) and in the unconstrained project list (second priority).*
86. *Complete project study reports, or their equivalent, on projects, corridors, and subareas included in the constrained funding (first priority) and in the unconstrained project list (second priority).*
87. *Complete environmental documents started under option 2 for doing concurrent MISs and Environmental Impact Statements (EIS) or Environmental Assessments (EA) in the constrained part of the RTP.*

Attached is the 98 RTP Constrained Projects List for the 98 Regional Transportation Plan. This Projects List is organized by county, and within each county the list is organized by route/program and by improvement type. The Projects List also provides cost) project limits and costs (Capital, Operations and Maintenance, and Public Costs).

GMC POLICIES RELATED TO THE RCPG GOAL TO IMPROVE THE REGIONAL STANDARD OF LIVING

The Growth Management goals to develop urban forms that enable individuals to spend less income on housing cost, that minimize public and private development costs, and that enable firms to be more competitive, strengthen the regional strategic goal to stimulate the regional economy. The evaluation of the proposed project in relation to the following policies would be intended to guide efforts toward achievement of such goals and does not infer regional interference with local land use powers.

- 3.04 *Encourage local jurisdictions' efforts to achieve a balance between the types of jobs they seek to attract and housing prices.*
- 3.05 *Encourage patterns of urban development and land use which reduce costs on infrastructure construction and make better use of existing facilities.*
- 3.08 *Encourage subregions to define an economic strategy to maintain the economic vitality of the subregion, including the development and use of marketing programs, and other economic incentives, which support attainment of subregional goals and policies.*

- 3.09 *Support local jurisdictions' efforts to minimize the cost of infrastructure and public service delivery, and efforts to seek new sources of funding for development and the provision of services.*
- 3.10 *Support local jurisdictions' actions to minimize red tape and expedite the permitting process to maintain economic vitality and competitiveness.*

GMC POLICIES RELATED TO THE RCPG GOAL TO IMPROVE THE REGIONAL QUALITY OF LIFE

The Growth Management goals to attain mobility and clean air goals and to develop urban forms that enhance quality of life, that accommodate a diversity of life styles, that preserve open space and natural resources, and that are aesthetically pleasing and preserve the character of communities, enhance the regional strategic goal of maintaining the regional quality of life. The evaluation of the proposed project in relation to the following policies would be intended to provide direction for plan implementation, and does not allude to regional mandates.

- 3.11 *Support provisions and incentives created by local jurisdictions to attract housing growth in job rich subregions and job growth in housing rich subregions.*
- 3.12 *Encourage existing or proposed local jurisdictions' programs aimed at designing land uses which encourage the use of transit and thus reduce the need for roadway expansion, reduce the number of auto trips and vehicle miles traveled, and create opportunities for residents to walk and bike.*
- 3.13 *Encourage local jurisdictions' plans that maximize the use of existing urbanized areas accessible to transit through infill and redevelopment.*
- 3.14 *Support local plans to increase density of future development located at strategic points along the regional commuter rail, transit systems, and activity centers.*
- 3.15 *Support local jurisdictions strategies to establish mixed-use clusters and other transit-oriented developments around transit stations and along transit corridors.*
- 3.16 *Encourage developments in and around activity centers, transportation corridors, underutilized infrastructure systems, and areas needing recycling and redevelopment.*
- 3.17 *Support and encourage settlement patterns which contain a range of urban densities.*
- 3.18 *Encourage planned development in locations least likely to cause environmental impact.*
- 3.19 *National Forests shall remain permanently preserved and used as open space. SCAG shall support policies and actions that preserve open space areas identified in local, state, and federal plans.*

- 3.20 *Support the protection of vital resources such as wetlands, groundwater recharge areas, woodlands, production lands, and land containing unique and endangered plants and animals.*
- 3.21 *Encourage the implementation of measures aimed at the preservation and protection of recorded and unrecorded cultural resources and archaeological sites.*
- 3.22 *Discourage development, or encourage the use of special design requirements, in areas with steep slopes, high fire, flood, and seismic hazards.*
- 3.23 *Encourage mitigation measures that reduce noise in certain locations, measures aimed at preservation of biological and ecological resources, measures that would reduce exposure to seismic hazards, minimize earthquake damage, and to develop emergency response and recovery plans.*

GMC POLICIES RELATED TO THE RCPG GOAL TO PROVIDE SOCIAL, POLITICAL, AND CULTURAL EQUITY

The Growth Management Goal to develop urban forms that avoid economic and social polarization promotes the regional strategic goal of minimizing social and geographic disparities and of reaching equity among all segments of society. The evaluation of the proposed project in relation to the policy stated below is intended guide direction for the accomplishment of this goal, and does not infer regional mandates and interference with local land use powers.

- 3.24 *Encourage efforts of local jurisdictions in the implementation of programs that increase the supply and quality of housing and provide affordable housing as evaluated in the Regional Housing Needs Assessment.*
- 3.25 *Encourage the efforts of local jurisdictions, employers and service agencies to provide adequate training and retraining of workers, and prepare the labor force to meet the challenges of the regional economy.*
- 3.26 *Encourage employment development in job-poor localities through support of labor force retraining programs and other economic development measures.*
- 3.27 *Support local jurisdictions and other service providers in their efforts to develop sustainable communities and provide, equally to all members of society, accessible and effective services such as: public education, housing, health care, social services, recreational facilities, law enforcement, and fire protection.*

AIR QUALITY CHAPTER CORE ACTIONS

The Air Quality Chapter core actions related to the proposed project include:

- 5.07 *Determine specific programs and associated actions needed (e.g., indirect source rules,*

enhanced use of telecommunications, provision of community based shuttle services, provision of demand management based programs, or vehicle-miles-traveled/emission fees) so that options to command and control regulations can be assessed.

- 5.11 *Through the environmental document review process, ensure that plans at all levels of government (regional, air basin, county, subregional and local) consider air quality, land use, transportation and economic relationships to ensure consistency and minimize conflicts.*

WATER QUALITY CHAPTER RECOMMENDATIONS AND POLICY OPTIONS

The Water Quality Chapter core recommendations and policy options relate to the two water quality goals: to restore and maintain the chemical, physical and biological integrity of the nation's water; and, to achieve and maintain water quality objectives that are necessary to protect all beneficial uses of all waters.

- 11.02 *Encourage "watershed management" programs and strategies, recognizing the primary role of local governments in such efforts.*
- 11.03 *Coordinate watershed management planning at the subregional level by (1) providing consistent regional data; (2) serving as a liaison between affected local, state, and federal watershed management agencies; and (3) ensuring that watershed planning is consistent with other planning objectives (e.g., transportation, air quality, water supply).*
- 11.05 *Support regional efforts to identify and cooperatively plan for wetlands to facilitate both sustaining the amount and quality of wetlands in the region and expediting the process for obtaining wetlands permits.*
- 11.06 *Clean up the contamination in the region's major groundwater aquifers since its water supply is critical to the long-term economic and environmental health of the region. The financing of such clean-ups should leverage state and federal resources and minimize significant impacts on the local economy.*
- 11.07 *Encourage water reclamation throughout the region where it is cost-effective, feasible, and appropriate to reduce reliance on imported water and wastewater discharges. Current administrative impediments to increased use of wastewater should be addressed.*
- 11.08 *Ensure wastewater treatment agency facility planning and facility development be consistent with population projection contained in the RCPG, while taking into account the need to build wastewater treatment facilities in cost-effective increments of capacity, the need to build well enough in advance to reliably meet unanticipated service and storm water demands, and the need to provide standby capacity for public safety and environmental protection objectives.*

OPEN SPACE CHAPTER ANCILLARY GOALS

Outdoor Recreation

- 9.01 *Provide adequate land resources to meet the outdoor recreation needs of the present and future residents in the region and to promote tourism in the region.*
- 9.02 *Increase the accessibility to open space lands for outdoor recreation.*
- 9.03 *Promote self-sustaining regional recreation resources and facilities.*

Public Health and Safety

- 9.04 *Maintain open space for adequate protection of lives and properties against natural and man-made hazards.*
- 9.05 *Minimize potentially hazardous developments in hillsides, canyons, areas susceptible to flooding, earthquakes, wildfire and other known hazards, and areas with limited access for emergency equipment.*
- 9.06 *Minimize public expenditure for infrastructure and facilities to support urban type uses in areas where public health and safety could not be guaranteed.*

Resource Production

- 9.07 *Maintain adequate viable resource production lands, particularly lands devoted to commercial agriculture and mining operations.*

Resource Protection

- 9.08 *Develop well-managed viable ecosystems or known habitats of rare, threatened and endangered species, including wetlands.*

CONCLUSIONS

All feasible measures needed to mitigate any potentially negative regional impacts associated with the proposed project should be implemented and monitored, as required by CEQA.

ENDNOTE

SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS

Roles and Authorities

SCAG is a *Joint Powers Agency* established under California Government Code Section 6502 et seq. Under federal and state law, SCAG is designated as a Council of Governments (COG), a Regional Transportation Planning Agency (RTPA), and a Metropolitan Planning Organization (MPO). SCAG's mandated roles and responsibilities include the following:

SCAG is designated by the federal government as the Region's *Metropolitan Planning Organization* and mandated to maintain a continuing, cooperative, and comprehensive transportation planning process resulting in a Regional Transportation Plan and a Regional Transportation Improvement Program pursuant to 23 U.S.C. §134(g)-(h), 49 U.S.C. §1607(f)-(g) et seq., 23 C.F.R. §450, and 49 C.F.R. §613. SCAG is also the designated *Regional Transportation Planning Agency*, and as such is responsible for both preparation of the Regional Transportation Plan (RTP) and Regional Transportation Improvement Program (RTIP) under California Government Code Section 65080.

SCAG is responsible for developing the demographic projections and the integrated land use, housing, employment, and transportation programs, measures, and strategies portions of the *South Coast Air Quality Management Plan*, pursuant to California Health and Safety Code Section 40460(b)-(c). SCAG is also designated under 42 U.S.C. §7504(a) as a *Co-Lead Agency* for air quality planning for the Central Coast and Southeast Desert Air Basin District.

SCAG is responsible under the Federal Clean Air Act for determining *Conformity* of Projects, Plans and Programs to the Air Plan, pursuant to 42 U.S.C. §7506.

Pursuant to California Government Code Section 65089.2, SCAG is responsible for *reviewing all Congestion Management Plans (CMPs) for consistency with regional transportation plans* required by Section 65080 of the Government Code. SCAG must also evaluate the consistency and compatibility of such programs within the region.

SCAG is the authorized regional agency for *Inter-Governmental Review* of Programs proposed for federal financial assistance and direct development activities, pursuant to Presidential Executive Order 12,372 (replacing A-95 Review).

SCAG reviews, pursuant to Public Resources Code Sections 21083 and 21087, *Environmental Impact Reports* of projects of regional significance for consistency with regional plans [California Environmental Quality Act Guidelines Sections 15206 and 15125(b)].

Pursuant to 33 U.S.C. §1288(a)(2) (Section 208 of the Federal Water Pollution Control Act), SCAG is the authorized *Areawide Waste Treatment Management Planning Agency*.

SCAG is responsible for preparation of the *Regional Housing Needs Assessment*, pursuant to California Government Code Section 65584(a).

SCAG is responsible (with the San Diego Association of Governments and the Santa Barbara County/Cities Area Planning Council) for preparing the *Southern California Hazardous Waste Management Plan* pursuant to California Health and Safety Code Section 25135.3.

The Gas Company®



January 12, 1999

City of Baldwin Park
14403 East Pacific Avenue
Baldwin Park, CA 91706

Attn: Larry Onaga, City Planner

Re: Initial Study - City of Baldwin Park 2020 General Plan Update

Thank you for the opportunity to respond to the above-referenced item. Please note that Southern California Gas Company has facilities in the area where the above named project is proposed. Gas service to the project could be provided without any significant impact on the environment. The service would be in accordance with the Company's policies and extension rules on file with the California Public Utilities Commission at the time contractual arrangements are made.

You should be aware that this letter is not to be interpreted as a contractual commitment to serve the proposed project, but only as an informational service. The availability of natural gas service, as set forth in this letter, is based upon present conditions of gas supply and regulatory policies. As a public utility, The Southern California Gas Company is under the jurisdiction of the California Public Utilities Commission. We can also be affected by actions of federal regulatory agencies. Should these agencies take any action which affects gas supply or the conditions under which service is available, gas service will be provided in accordance with revised conditions.

Typical demand use for:

- | | | |
|----|------------------------------|---|
| a. | Residential | (System Area Average/Use Per Meter) <u>Yearly</u> |
| | Single Family | 799 therms/year dwelling unit |
| | Multi-Family 4 or less units | 482 therms/year dwelling unit |
| | Multi-Family 5 or more units | 483 therms/year dwelling unit |

These averages are based on total gas consumption in residential units served by Southern California Gas Company, and it should not be implied that any particular home, apartment or tract of homes will use these amounts of energy.

Southern California
Gas Company

1981 Lagonia Avenue
Redlands, CA

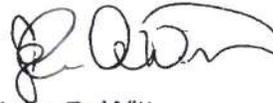
Mailing Address:
Box 3003
Redlands, CA
92373-0306

b. Commercial

Due to the fact that construction varies so widely (a glass building vs. a heavily insulated building) and there is such a wide variation in types of materials and equipment used, a typical demand figure is not available for this type of construction. Calculations would need to be made after the building has been designed.

We have Demand Side Management programs available to commercial/industrial customers to provide assistance in selecting the most effective applications of energy conservation techniques for a particular project. If you desire further information on any of our energy conservation programs, please contact our Commercial/Industrial Support Center at 1-800-GAS-2000.

Sincerely,



John DeWitt
Technical Supervisor



South Coast Air Quality Management District

21865 E. Copley Drive, Diamond Bar, CA 91765-4182
(909) 396-2000 • <http://www.aqmd.gov>

January 13, 1999

Mr. Larry Onaga
City of Baldwin Park
Planning Division
14403 East Pacific Avenue
Baldwin Park, CA 91706

Dear Mr. Onaga:

Notice of Preparation of an Environment Impact Report for Baldwin Park 2020 General Plan

The South Coast Air Quality Management District (AQMD) appreciates the opportunity to comment on the above-mentioned document. The AQMD's comments are recommendations regarding the analysis of potential air quality impacts from the proposed project that should be included in the Draft Environmental Impact Report (EIR).

Air Quality Analysis

The AQMD adopted its California Environmental Quality Act (CEQA) Air Quality Handbook in 1993 to assist other public agencies with the preparation of air quality analyses. The AQMD recommends that the Lead Agency use this Handbook as guidance when preparing its air quality analysis. Copies of the Handbook are available from the AQMD's Subscription Services Department by calling (909) 396-3720.

The Lead Agency should identify any potential adverse air quality impacts that could occur from all phases of the project and all air pollutant sources related to the project. Air quality impacts from both construction and operations should be considered. Construction-related air quality impacts typically include, but are not limited to, emissions from the use of heavy-duty equipment from grading, earth-loading/unloading, paving, architectural coatings, off-road mobile sources (e.g., heavy-duty construction equipment) and on-road mobile sources (e.g., construction worker vehicle trips, material transport trips). Operation-related air quality impacts may include, but are not limited to, emissions from stationary sources (e.g., boilers), area sources (e.g., solvents and coatings), and vehicular trips (e.g., on- and off-road tailpipe emissions and entrained dust). Air quality impacts from indirect sources, that is, sources that generate or attract vehicular trips should be included in the evaluation. An analysis of all toxic air contaminant impacts due to the decommissioning or use of equipment potentially generating such air pollutants should also be included.

Mitigation Measures

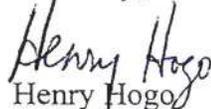
In the event that the project generates significant adverse air quality impacts, CEQA requires that all feasible mitigation measures be utilized during project construction and operation to minimize or eliminate significant adverse air quality impacts. To assist the Lead Agency with identifying possible mitigation measures for the project, please refer to Chapter 11 of the AQMD CEQA Air Quality Handbook for sample air quality mitigation measures. Additionally, AQMD's Rule 403 - Fugitive Dust, and the Implementation Handbook contain numerous measures for controlling construction-related emissions that should be considered for use as CEQA mitigation if not otherwise required. Pursuant to state CEQA Guidelines Section 15126 (c), any impacts resulting from mitigation measures must also be discussed.

Data Sources

AQMD rules and relevant air quality reports and data are available by calling the AQMD's Public Information Center at (909) 396-3600. Much of the information available through the Public Information Center is also available via the AQMD's World Wide Web Homepage (<http://www.aqmd.gov>).

The AQMD is willing to work with the Lead Agency to ensure that project-related emissions are accurately identified, categorized, and evaluated. Please call Ms. Tara Tisopulos, Air Quality Specialist, CEQA Section, at (909) 396-3102 if you have any questions regarding this letter. -

Sincerely,



Henry Hogo
Planning Manager
Planning and Policy

HH:SS:TT:li

Appendix B

Calculations and Worksheets

Program Final Environmental Impact Report
City of Baldwin Park 2020 General Plan



Baldwin Park Regional Emissions

Table 10

Pollutant	Existing Land Use			Total	Difference	Percent Change
	Electricity Usage	Area Source	Mobile Source			
ROC	5	2,822	5,049	7,876		
CO	100	2,251	54,882	57,233		
NO2	75	256	6,728	7,059		
PM10	20	295	2,248	2,563		
SOx	60	3	32	95		
Proposed Land Use						
Pollutant	Proposed Land Use			Total	Difference	Percent Change
	Electricity Usage	Area Source	Mobile Source			
ROC	6	3,107	2,648	5,761	2115 175	-27%
CO	116	2,481	33,076	35,673	21559 49	-38%
NO2	87	288	3,026	3,401	3657 62	-52%
PM10	23	325	2,613	2,961	-398 301	16%
SOx	70	4	18	92	3 096	-3%

Table 10

Pollutant	Existing Land Use	Proposed Land Use	Difference	Percent Change
ROC	7,876	5,761	2,115	-27%
CO	57,233	35,673	21,559	-38%
NO2	7,059	3,401	3,658	-52%
PM10	2,563	2,961	(398)	16%
SOx	95	92	3	-3%

Baldwin Park EIR
Emissions from Electricity Usage

Land Use	1,000 Sqft	Electricity Usage Rate (kWh/sq.ft/yr)	Total Usage (KWh/year)	(MWh/Day)	Emission Factors (lbs/MWh)				
					CO	ROC	NOx	PM10	SOx
Existing					0.2	0.01	0.15	0.04	0.12
Residential	17424	5626.5	98,036,136	288.592	53.7	2.7	40.3	10.7	32.2
Industrial	4400	4.35	19,140,000	52.438	10.5	0.5	7.9	2.1	6.3
Retail	2480	13.55	33,604,000	92.066	18.4	0.9	13.8	3.7	11.0
Public Facility	3000	10.5	31,500,000	86.301	17.3	0.9	12.9	3.5	10.4
			0	0.000	-	-	-	-	-
			0	0.000	-	-	-	-	-
Total			182,280,136	499,398	99.9	5.0	74.9	20.0	59.9
Project									
Residential	19183	5626.5	107,933,150	295.707	59.1	3.0	44.4	11.8	35.5
Industrial	7,325.66	4.35	31,866,617	87.306	17.5	0.9	13.1	3.5	10.5
Retail	3,405.59	13.55	46,145,690	126.427	25.3	1.3	19.0	5.1	15.2
Public Facility	2,519.95	10.5	26,459,433	72.492	14.5	0.7	10.9	2.9	8.7
Total			212,404,889	581,931	116.4	5.8	87.3	23.3	69.8
Net					16.5	0.8	12.4	3.3	9.9

Emission Factors from CEQA Hndbk, 1993, Table A9-11-B. Nox emission rate of .15 from Rule 1135.

Electricity Usage Rates from
 CEQA Hndbk, 1993, Table A9-11-A

URBEMIS 2001 For Windows 6.2.1

File Name: C:\Program Files\URBEMIS 2001 For Windows\Projects2k\Balwinex.ur
Project Name: Baldwin Park General Plan Existing Year
Project Location: South Coast Air Basin (Los Angeles area)

SUMMARY REPORT
(Pounds/Day - Summer)

AREA SOURCE EMISSION ESTIMATES

	ROG	NOx	CO	PM10	SO2
TOTALS (lbs/day, unmitigated)	890.81	236.58	270.69	0.82	5.10
TOTALS (lbs/day, mitigated)	890.75	235.77	270.37	0.82	5.10

OPERATIONAL (VEHICLE) EMISSION ESTIMATES

	ROG	NOx	CO	PM10	SO2
TOTALS (ppd, unmitigated)	4,922.21	4,529.80	55,990.25	2,248.16	35.27
TOTALS (ppd, mitigated)	4,922.21	4,529.80	55,990.25	2,248.16	35.27

URBEMIS 2001 For Windows 6.2.1

File Name: C:\Program Files\URBEMIS 2001 For Windows\Projects2k\Balwinex.ur
Project Name: Baldwin Park General Plan Existing Year
Project Location: South Coast Air Basin (Los Angeles area)

SUMMARY REPORT
(Pounds/Day - Winter)

AREA SOURCE EMISSION ESTIMATES

	ROG	NOx	CO	PM10	SO2
TOTALS (lbs/day, unmitigated)	2,821.99	256.73	2,251.45	295.32	3.41
TOTALS (lbs/day, mitigated)	2,821.93	255.93	2,251.13	295.32	3.41

OPERATIONAL (VEHICLE) EMISSION ESTIMATES

	ROG	NOx	CO	PM10	SO2
TOTALS (ppd, unmitigated)	5,049.51	6,728.46	54,882.00	2,248.16	31.68
TOTALS (ppd, mitigated)	5,049.51	6,728.46	54,882.00	2,248.16	31.68

URBEMIS 2001 For Windows 6.2.1

File Name: C:\Program Files\URBEMIS 2001 For Windows\Projects2k\Balwinex.ur
Project Name: Baldwin Park General Plan Existing Year
Project Location: South Coast Air Basin (Los Angeles area)

DETAIL REPORT
(Pounds/Day - Winter)

AREA SOURCE EMISSION ESTIMATES (Winter Pounds per Day, Unmitigated)						
Source	ROG	NOx	CO	PM10	SO2	
Natural Gas	17.91	234.58	98.68	0.44	-	
Wood Stoves	0.00	0.00	0.00	0.00	0.00	0.00
Fireplaces	1,951.64	22.16	2,152.77	294.88	3.41	
Landscaping - No winter emissions						
Consumer Prdcts	852.44	-	-	-	-	
TOTALS (lbs/day, unmitigated)	2,821.99	256.73	2,251.45	295.32	3.41	

UNMITIGATED OPERATIONAL EMISSIONS

	ROG	NOX	CO	PM10	SO2
Single family housing	1,282.44	1,796.73	14,536.39	616.10	8.66
Apartments low rise	213.70	298.79	2,417.32	102.45	1.44
Apartments high rise	144.80	201.22	1,627.96	69.00	0.97
Free-standing discount st	294.87	334.33	2,867.68	105.16	1.50
Free-standing discount su	1,437.73	1,760.68	14,717.49	567.70	8.04
Government (civic center)	1,122.63	1,506.68	12,222.48	500.72	7.04
General light industry	553.33	830.04	6,492.67	287.02	4.02
TOTAL EMISSIONS (lbs/day)	5,049.51	6,728.46	54,882.00	2,248.16	31.68

Includes correction for passby trips.
Does not include double counting adjustment for internal trips.

OPERATIONAL (Vehicle) EMISSION ESTIMATES

Analysis Year: 2002 Temperature (F): 50 Season: Winter

EMFAC Version: EMFAC2001 (10/2001)

Summary of Land Uses:

Unit Type	Trip Rate	Size	Total Trips
Single family housing	7.08 trips / dwelling units	11,705.00	82,871.40
Apartments low rise	5.27 trips / dwelling units	2,615.00	13,781.05
Apartments high rise	2.99 trips / dwelling units	3,104.00	9,280.96
Free-standing discount st	99.10 trips / 1000 sq. ft.	280.00	27,748.00
Free-standing discount su	58.61 trips / 1000 sq. ft.	2,200.00	128,942.00
Government (civic center)	30.00 trips / 1000 sq. ft.	3,000.00	90,000.00
General light industry	7.44 trips / 1000 sq. ft.	4,400.00	32,736.00

Vehicle Assumptions:

Fleet Mix:

Vehicle Type	Percent Type	Non-Catalyst	Catalyst	Diesel
Light Auto	61.40	4.70	94.50	0.80
Light Truck < 3,750 lbs	9.30	11.00	88.90	0.10
Light Truck 3,751- 5,750	16.70	1.80	97.60	0.60
Med Truck 5,751- 8,500	7.20	12.50	79.20	8.30
Lite-Heavy 8,501-10,000	1.10	18.20	72.70	9.10
Lite-Heavy 10,001-14,000	0.30	0.00	66.70	33.30
Med-Heavy 14,001-33,000	1.10	9.10	27.30	63.60
Heavy-Heavy 33,001-60,000	0.70	0.00	0.00	100.00
Line Haul > 60,000 lbs	0.00	0.00	0.00	100.00
Urban Bus	0.00	0.00	0.00	100.00
Motorcycle	1.40	90.90	9.10	0.00
School Bus	0.10	0.00	0.00	100.00
Motor Home	0.70	0.00	100.00	0.00

Travel Conditions

	Residential			Commercial		
	Home-Work	Home-Shop	Home-Other	Commute	Non-Work	Customer
Urban Trip Length (miles)	11.5	4.9	6.0	10.3	5.5	5.5
Rural Trip Length (miles)	11.5	4.9	6.0	10.3	5.5	5.5

Trip Speeds (mph)	35.0	40.0	40.0	40.0	40.0	40.0
% of Trips - Residential	20.0	37.0	43.0			
% of Trips - Commercial (by land use)						
Free-standing discount store				2.0	1.0	97.0
Free-standing discount superstore				2.0	1.0	97.0
Government (civic center)				10.0	5.0	85.0
General light industry				50.0	25.0	25.0

Changes made to the default values for Area

The percentage of wood stoves changed from 35 to 0.
The fireplace percentage of residential units changed from 10 to 1.
Changes made to the default values for Operations

The double counting internal work trip limit changed from to 21186.682.
The double counting shopping trip limit changed from to 14250.9.
The double counting other trip limit changed from to 45551.3663.
Mitigation measure Provide Sidewalks and/or Pedestrian Paths:1
has been changed from off to on.
Mitigation measure Provide Street Lighting:0.5
has been changed from off to on.
Mitigation measure Provide Pedestrian Signalization and Signage:0.5
has been changed from off to on.
Mitigation measure Mixed Use Project (Commercial Oriented):1
has been changed from off to on.
Mitigation measure Provide Street Lighting:0.5
has been changed from off to on.
Mitigation measure Project Provides Shade Trees to Shade Sidewalks:0.5
has been changed from off to on.

URBEMIS 2001 For Windows 6.2.1

File Name: C:\Program Files\URBEMIS 2001 For Windows\Projects2k\Balwinwp.ur
Project Name: Baldwin Park General Plan Year 2020
Project Location: South Coast Air Basin (Los Angeles area)

SUMMARY REPORT
(Pounds/Day - Summer)

AREA SOURCE EMISSION ESTIMATES

	ROG	NOx	CO	PM10	SO2
TOTALS (lbs/day, unmitigated)	982.99	266.95	315.55	0.95	6.05
TOTALS (lbs/day, mitigated)	982.93	266.14	315.22	0.94	6.05

OPERATIONAL (VEHICLE) EMISSION ESTIMATES

	ROG	NOx	CO	PM10	SO2
TOTALS (ppd, unmitigated)	2,624.67	2,009.41	33,389.30	2,612.78	21.70
TOTALS (ppd, mitigated)	2,624.67	2,009.41	33,389.30	2,612.78	21.70

URBEMIS 2001 For Windows 6.2.1

File Name: C:\Program Files\URBEMIS 2001 For Windows\Projects2k\Balwinwp.ur
Project Name: Baldwin Park General Plan Year 2020
Project Location: South Coast Air Basin (Los Angeles area)

SUMMARY REPORT
(Pounds/Day - Winter)

AREA SOURCE EMISSION ESTIMATES

	ROG	NOx	CO	PM10	SO2
TOTALS (lbs/day, unmitigated)	3,107.36	288.96	2,481.39	325.15	3.75
TOTALS (lbs/day, mitigated)	3,107.30	288.16	2,481.07	325.15	3.75

OPERATIONAL (VEHICLE) EMISSION ESTIMATES

	ROG	NOx	CO	PM10	SO2
TOTALS (ppd, unmitigated)	2,647.82	3,025.78	33,076.38	2,612.78	17.64
TOTALS (ppd, mitigated)	2,647.82	3,025.78	33,076.38	2,612.78	17.64

URBEMIS 2001 For Windows 6.2.1

File Name: C:\Program Files\URBEMIS 2001 For Windows\Projects2k\Balwinwp.ur
Project Name: Baldwin Park General Plan Year 2020
Project Location: South Coast Air Basin (Los Angeles area)

DETAIL REPORT
(Pounds/Day - Winter)

AREA SOURCE EMISSION ESTIMATES (Winter Pounds per Day, Unmitigated)						
Source	ROG	NOx	CO	PM10	SO2	
Natural Gas	20.20	264.57	111.29	0.50	-	
Wood Stoves	0.00	0.00	0.00	0.00	0.00	
Fireplaces	2,148.67	24.40	2,370.10	324.65	3.75	
Landscaping - No winter emissions						
Consumer Prdcts	938.49	-	-	-	-	
TOTALS (lbs/day, unmitigated)	3,107.36	288.96	2,481.39	325.15	3.75	

UNMITIGATED OPERATIONAL EMISSIONS

	ROG	NOx	CO	PM10	SO2
Single family housing	689.04	812.94	8,940.30	721.40	4.95
Apartments low rise	84.54	99.30	1,092.01	88.12	0.60
Apartments high rise	65.83	76.23	838.33	67.65	0.46
Free-standing discount st	125.12	125.70	1,383.75	102.55	0.69
Free-standing discount su	694.46	743.69	8,113.68	620.07	4.16
Discount club	140.62	140.98	1,551.96	115.01	0.78
Government (civic center)	424.08	490.07	5,317.78	420.05	2.80
General light industry	424.13	536.89	5,838.57	477.94	3.19
TOTAL EMISSIONS (lbs/day)	2,647.82	3,025.78	33,076.38	2,612.78	17.64

Includes correction for passby trips.
Does not include double counting adjustment for internal trips.

OPERATIONAL (Vehicle) EMISSION ESTIMATES

Analysis Year: 2020 Temperature (F): 50 Season: Winter

EMFAC Version: EMFAC2001 (10/2001)

Summary of Land Uses:

Unit Type	Trip Rate	Size	Total Trips
Single family housing	6.99 trips / dwelling units	13,905.00	97,195.95
Apartments low rise	5.30 trips / dwelling units	2,240.00	11,872.00
Apartments high rise	3.00 trips / dwelling units	3,038.00	9,114.00
Free-standing discount st	98.17 trips / 1000 sq. ft.	276.00	27,094.92
Free-standing discount su	58.69 trips / 1000 sq. ft.	2,403.00	141,032.07
Discount club	41.80 trips / 1000 sq. ft.	727.00	30,388.60
Government (civic center)	30.00 trips / 1000 sq. ft.	2,520.00	75,600.00
General light industry	7.45 trips / 1000 sq. ft.	7,325.60	54,575.72

Vehicle Assumptions:

Fleet Mix:

Vehicle Type	Percent Type	Non-Catalyst	Catalyst	Diesel
Light Auto	61.40	4.70	94.50	0.80
Light Truck < 3,750 lbs	9.30	11.00	88.90	0.10
Light Truck 3,751- 5,750	16.70	1.80	97.60	0.60
Med Truck 5,751- 8,500	7.20	12.50	79.20	8.30
Lite-Heavy 8,501-10,000	1.10	18.20	72.70	9.10
Lite-Heavy 10,001-14,000	0.30	0.00	66.70	33.30
Med-Heavy 14,001-33,000	1.10	9.10	27.30	63.60
Heavy-Heavy 33,001-60,000	0.70	0.00	0.00	100.00
Line Haul > 60,000 lbs	0.00	0.00	0.00	100.00
Urban Bus	0.00	0.00	0.00	100.00
Motorcycle	1.40	90.90	9.10	0.00
School Bus	0.10	0.00	0.00	100.00
Motor Home	0.70	0.00	100.00	0.00

Travel Conditions

	Residential			Commercial	
	Home-Work	Home-Shop	Home-Other	Commute	Non-Work Customer

Urban Trip Length (miles)	11.5	4.9	6.0	10.3	5.5	5.5
Rural Trip Length (miles)	11.5	4.9	6.0	10.3	5.5	5.5
Trip Speeds (mph)	35.0	40.0	40.0	40.0	40.0	40.0
% of Trips - Residential	20.0	37.0	43.0			
% of Trips - Commercial (by land use)						
Free-standing discount store				2.0	1.0	97.0
Free-standing discount superstore				2.0	1.0	97.0
Discount club				2.0	1.0	97.0
Government (civic center)				10.0	5.0	85.0
General light industry				50.0	25.0	25.0

Changes made to the default values for Area

The percentage of wood stoves changed from 35 to 0.
The fireplace percentage of residential units changed from 10 to 1.
Changes made to the default values for Operations

The operational emission year changed from 2002 to 2020.
The double counting internal work trip limit changed from to 23636.39.
The double counting shopping trip limit changed from to 19409.0859.
The double counting other trip limit changed from to 50818.2385.
Mitigation measure Provide Sidewalks and/or Pedestrian Paths:1
has been changed from off to on.
Mitigation measure Provide Street Lighting:0.5
has been changed from off to on.
Mitigation measure Provide Pedestrian Signalization and Signage:0.5
has been changed from off to on.
Mitigation measure Mixed Use Project (Commercial Oriented):1
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Mitigation measure Provide Street Lighting:0.5
has been changed from off to on.
Mitigation measure Project Provides Shade Trees to Shade Sidewalks:0.5
has been changed from off to on.