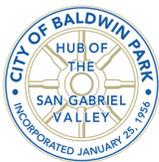


CITY OF BALDWIN PARK DOWNTOWN TOD SPECIFIC PLAN INITIAL STUDY

Prepared for
City of Baldwin Park
Community Development
Department

December 2014



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Baldwin Park Downtown TOD Specific Plan

Initial Study

1. **Project Title:** Downtown Transit Oriented Development (TOD) Specific Plan
2. **Lead Agency Name and Address:** City of Baldwin Park
Community Development Department
14403 East Pacific Avenue
Baldwin Park, CA 91706
3. **Contact Person and Phone Number:** Amy Harbin, City Planner
(626) 813-5261
4. **Project Location:**

The City of Baldwin Park is located in the central San Gabriel Valley region of Los Angeles County, approximately 15 miles east of downtown Los Angeles. The City is adjacent to Interstate 605 (I-605) and the City of El Monte to the west, Interstate (I-10) and City of Industry to the south, the City of West Covina to the east and south, and City of Irwindale to the north (**Figure 1, Regional Location**).

The Specific Plan area is approximately 115 acres in size and located in the downtown area of Baldwin Park. The Project area is centered by the Ramona Boulevard/Maine Avenue Intersection near the Baldwin Park City Hall, and the Metrolink Station that is located at the Bogart Avenue/Ramona Boulevard Intersection (**Figure 2, Project Location**).
5. **Project Sponsor's Name and Address:** City of Baldwin Park
Community Development Department
14403 East Pacific Avenue
Baldwin Park, CA 91706
6. **General Plan Designation(s):** Neighborhood Commercial, General Commercial, General Industrial, Commercial/Industrial, Garden Multi-Family

Residential, Mixed Use, Open Space, Public Facilities (**Figure 3, Existing General Plan Designations**)

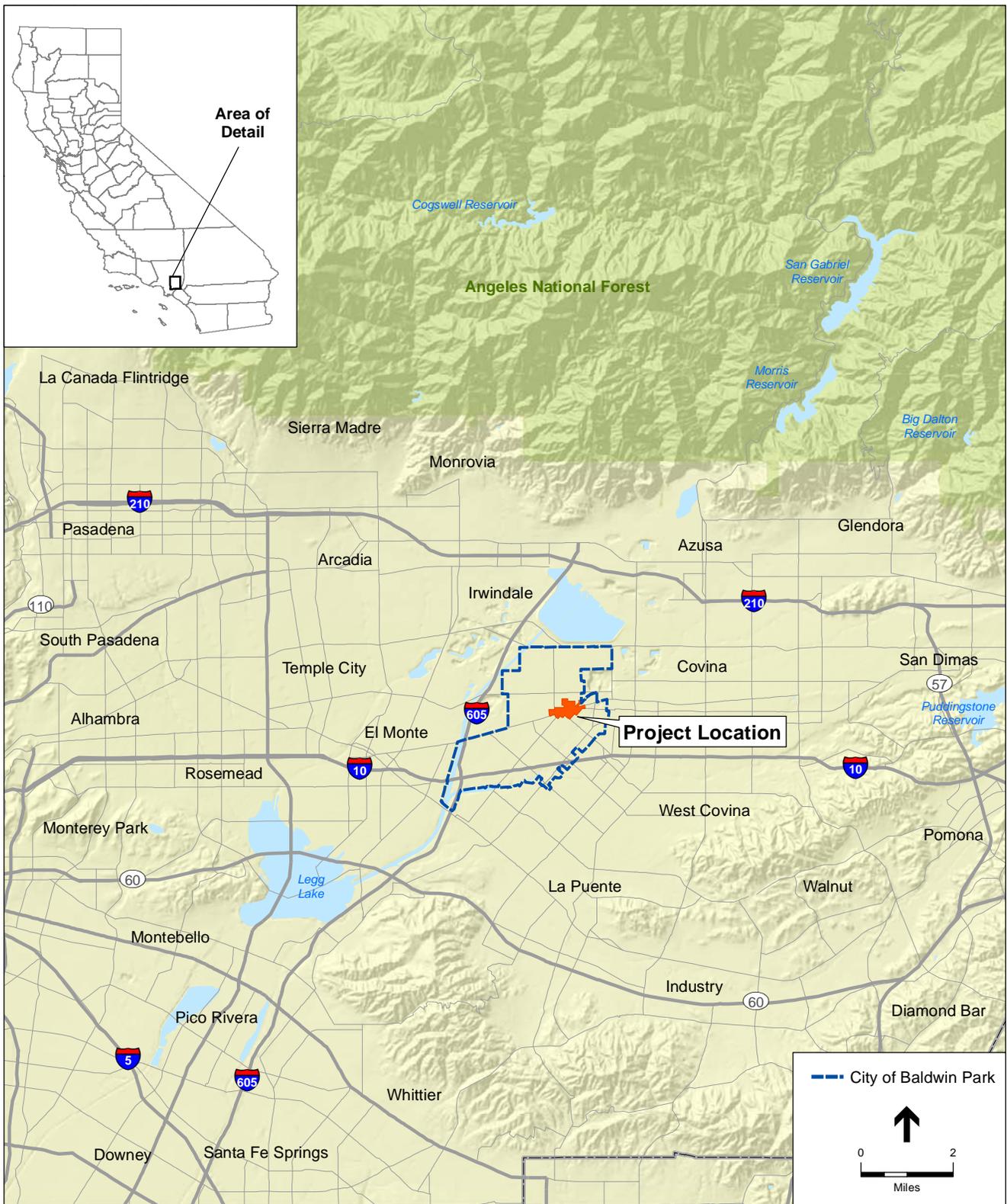
7. Zoning Designation(s):

Neighborhood Commercial (C1), General Commercial (C2), Industrial Commercial (IC), Mixed Use 1 (MU-1), Open Space (OS), Single Family Residential (R1), Garden Multi-Family Residential (RG) (**Figure 4, Existing Zoning Designations**)

- 8. Description of Project:** The proposed Specific Plan is a City-initiated, Metro grant-funded planning document that has been prepared to provide a clear vision for development within the downtown area. The proposed Specific Plan introduces a Transit Oriented Development (TOD) pattern to the area, emphasizing development that is located within easy walking distance of a major transit stop and generally with a mix of residential, employment, retail, and complementing public uses designed for pedestrians without excluding vehicles. The proposed Specific Plan would guide future development of the downtown area to generate a walkable transit-oriented environment that is proximate to the Metrolink Station and that would provide improved access to all modes of transportation, including transit, walking and bicycling.

The proposed Specific Plan identifies sites that have the potential for redevelopment, infill development, and/or adaptive reuse of existing under-utilized structures to better serve the downtown area, and proposes to rezone and amend General Plan land uses of specific parcels within the project area to provide for the TOD envisioned by the Specific Plan. **Table 1** shows the change in development capacity that would result from buildout of the proposed Specific Plan. **Table 2** shows the existing acreage, zoning and land uses that would be revised to by implementation of the proposed Specific Plan. The proposed zoning is illustrated in **Figure 5**.

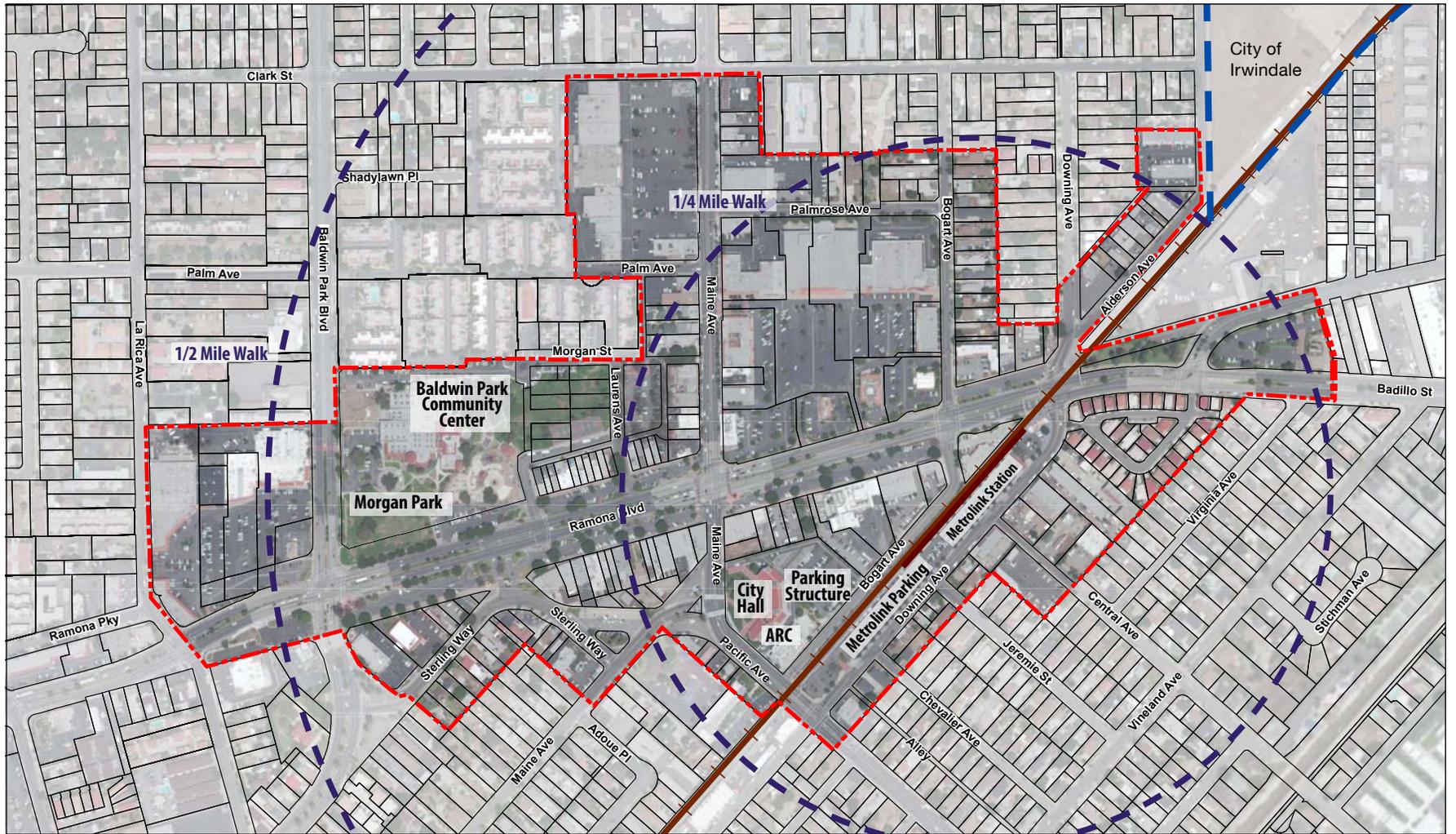
The development anticipated by the proposed Specific Plan would result from infill development and revitalizing development under the existing zoning designations, and guided by the Specific Plan development standards. Development standards proposed in the Specific Plan are intended to facilitate a cohesive design and a high-quality architectural and pedestrian-oriented environment by creating a continuous street frontage, pedestrian connections, and ground-floor design features that provide a visual link to the street and sidewalk. The proposed Specific Plan would allow building heights up to 50 feet high (per the MU-1 zone) and increased density/intensity of development.



SOURCE: Los Angeles County GIS.

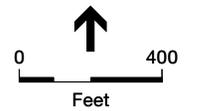
Baldwin Park Downtown TOD Specific Plan Initial Study . 130953

Figure 1
Regional Location



- - - - - Project Boundary
- - - - - City Boundary
- + + + + + Metrolink San Bernardino Line
- - - - - 1/4 and 1/2 Mile Radius around Metrolink Station

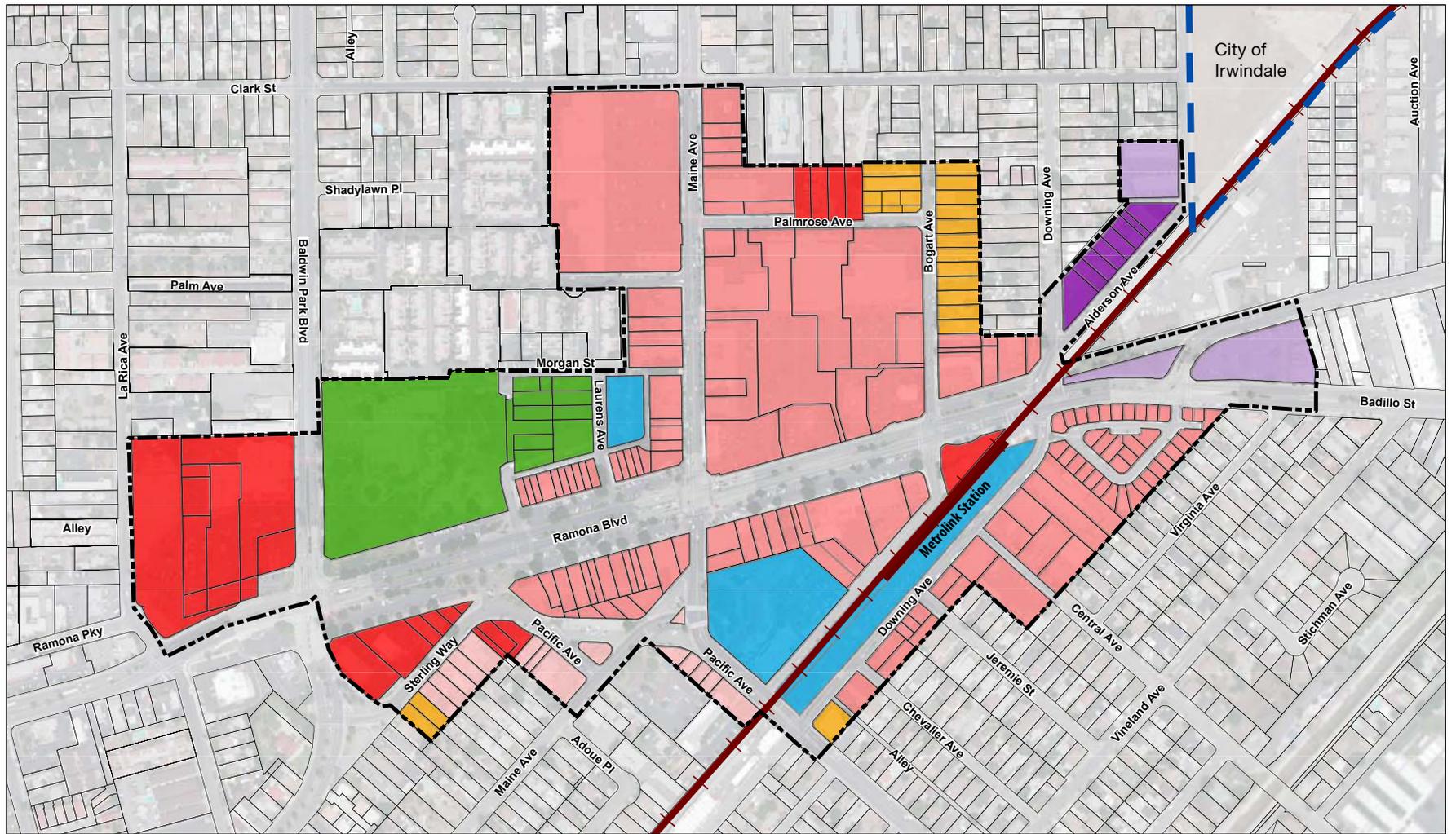
5 minute walk (1,200')



SOURCE: City of Baldwin Park

Baldwin Park Downtown TOD Specific Plan Initial Study . 130953

Figure 2
Project Location



- Project Boundary
- - - - - City Boundary
- +— Metrolink San Bernardino Line
- General Commercial
- Commercial/Industrial
- Open Space
- Mixed Use (0-30 du/acre)
- Garden Multi-family Residential (0-8.7 du/acre)
- Neighborhood Commercial
- Public Facilities

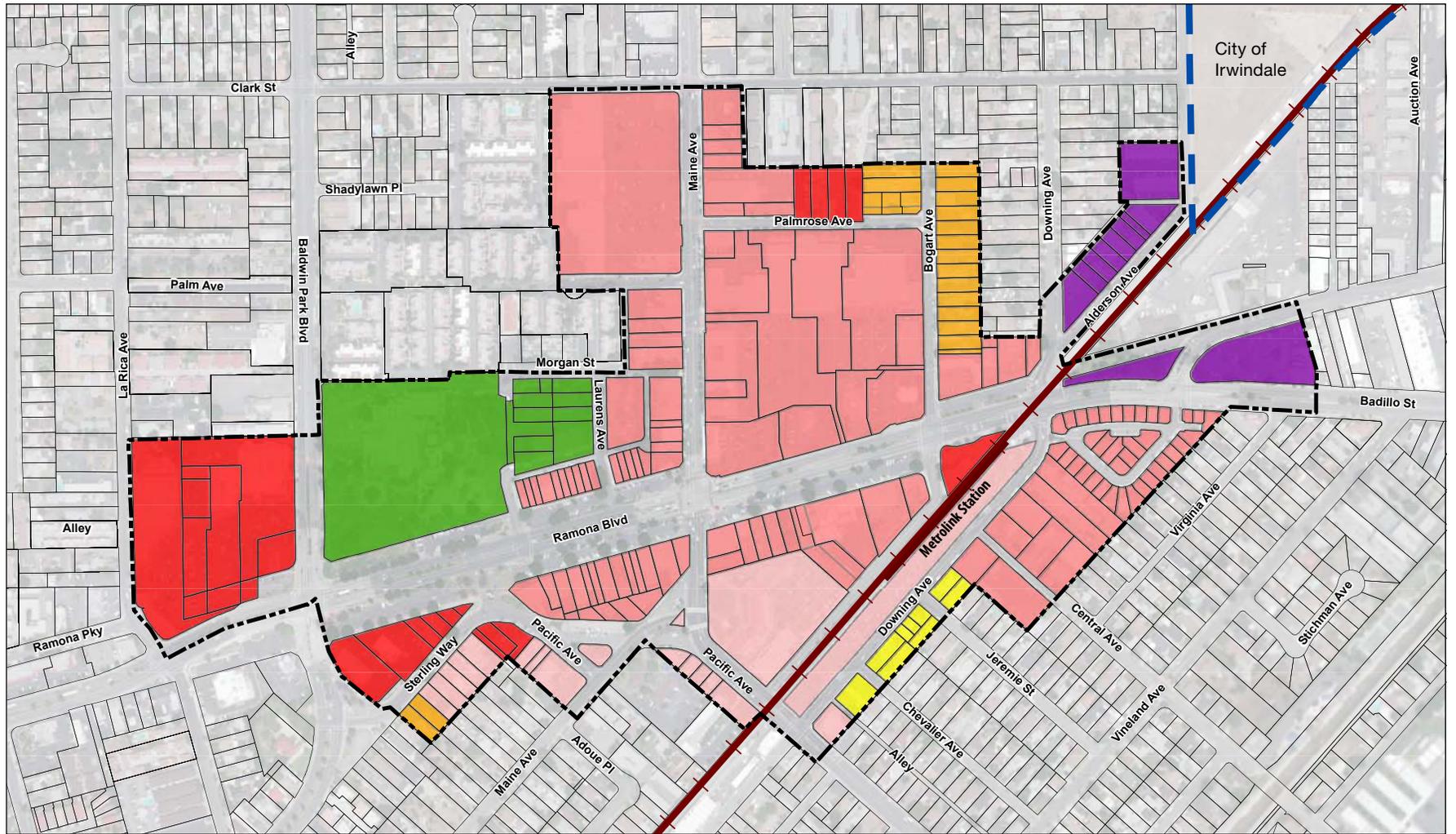
5 minute walk (1,200')

0 400
Feet

SOURCE: Southern California Association of Government GIS data, City of Baldwin Park

Baldwin Park Downtown TOD Specific Plan Initial Study . 130953

Figure 3
Existing General Plan Designations



- Project Boundary
- - - - - City Boundary
- +— Metrolink San Bernardino Line
- General Commercial (C2)
- Industrial Commercial (IC)
- Mixed Use 1 (MU-1)
- Single Family Residential (R1)
- Neighborhood Commercial (C1)
- Garden Multi-Family Residential (RG)
- Open Space (OS)

5 minute walk (1,200')

0 400
Feet

**TABLE 1
CHANGE IN DEVELOPMENT CAPACITY FROM BUILDOUT OF THE PROPOSED SPECIFIC PLAN**

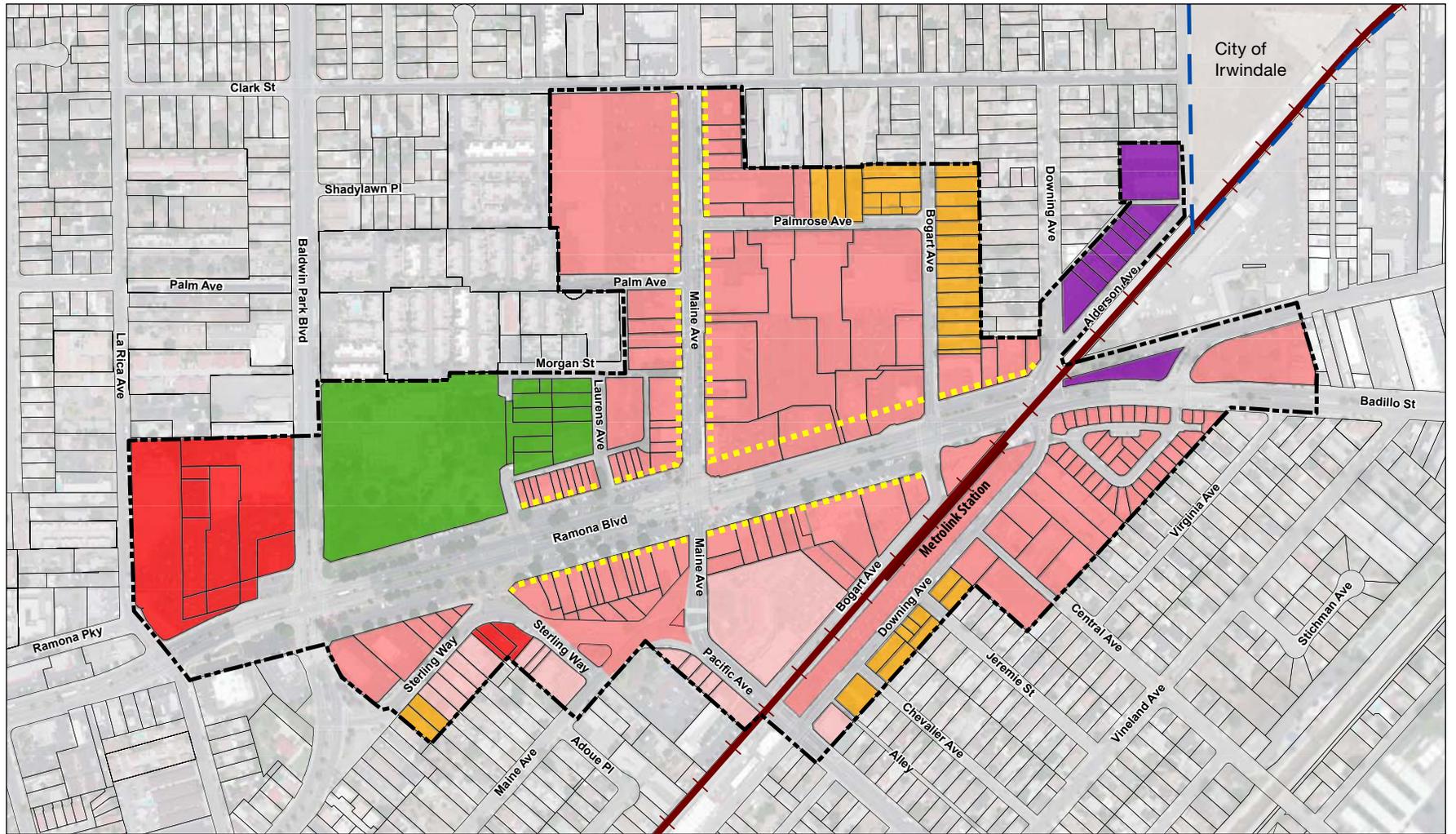
| | Residential Units | Non-Residential (SF) |
|----------------------------------|----------------------|-------------------------|
| Buildout of Specific Plan Zoning | 934 | 1,175,673 |
| Existing Development | 101 | 886,538 |
| Total Increase | 833 | 289,135 |

SOURCE: The Arroyo Group, 2014.

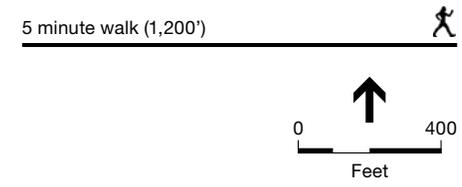
**TABLE 2
SUMMARY OF SPECIFIC PLAN ZONING AND GENERAL PLAN LAND USE AMENDMENTS**

| Existing Zoning and Land Use | Acreage | Existing Residential Units | Existing Non- Residential (SF) | Proposed Zoning and Land Use | Capacity for Residential Units | Capacity for Non-Residential (SF) |
|-------------------------------|---------|----------------------------------|---|--------------------------------------|-----------------------------------|--------------------------------------|
| C-2: General Commercial | 1.98 | - | 15,640 | MU-1 - Mixed Use | - | 11,171 |
| C-2: General Commercial | 0.79 | 13 | - | RG - Garden Multi-Family Residential | 13 | - |
| C-1: Neighborhood Commercial | 0.18 | - | - | MU-1 - Mixed Use | 4 | 1,733 |
| IC: Industrial Commercial | 1.55 | - | - | MU-1 - Mixed Use | 62 | 3,025 |
| R1: Single Family Residential | 1.20 | 17 | 1,925 | RG - Garden Multi-Family Residential | 15 | - |

SOURCE: The Arroyo Group, 2014.



- Project Boundary
- City Boundary
- Metrolink San Bernardino Line
- General Commercial (C2)
- Industrial Commercial (IC)
- Garden Multi-Family Residential (RG)
- Mixed Use 1 (MU-1)
- Open Space (OS)
- Active Retail Frontage



SOURCE: City of Baldwin Park

Baldwin Park Downtown TOD Specific Plan Initial Study . 130953

Figure 5
Proposed Zoning

To support build out of the proposed Specific Plan, improvements to the existing six-inch water line on Bogart Avenue from Clark Street to Ramona Boulevard would be implemented along with circulation improvements to enhance access, circulation, and walkability within the Specific Plan area (**Figure 6**). The number of traffic lanes and roadway lane configurations would remain unchanged. The Specific Plan improvements related to the water line and circulation are described below.

Water Line on Bogart Avenue: The existing six-inch water line on Bogart Avenue that runs from Clark Street to Ramona Boulevard would be upgraded to an eight-inch line.

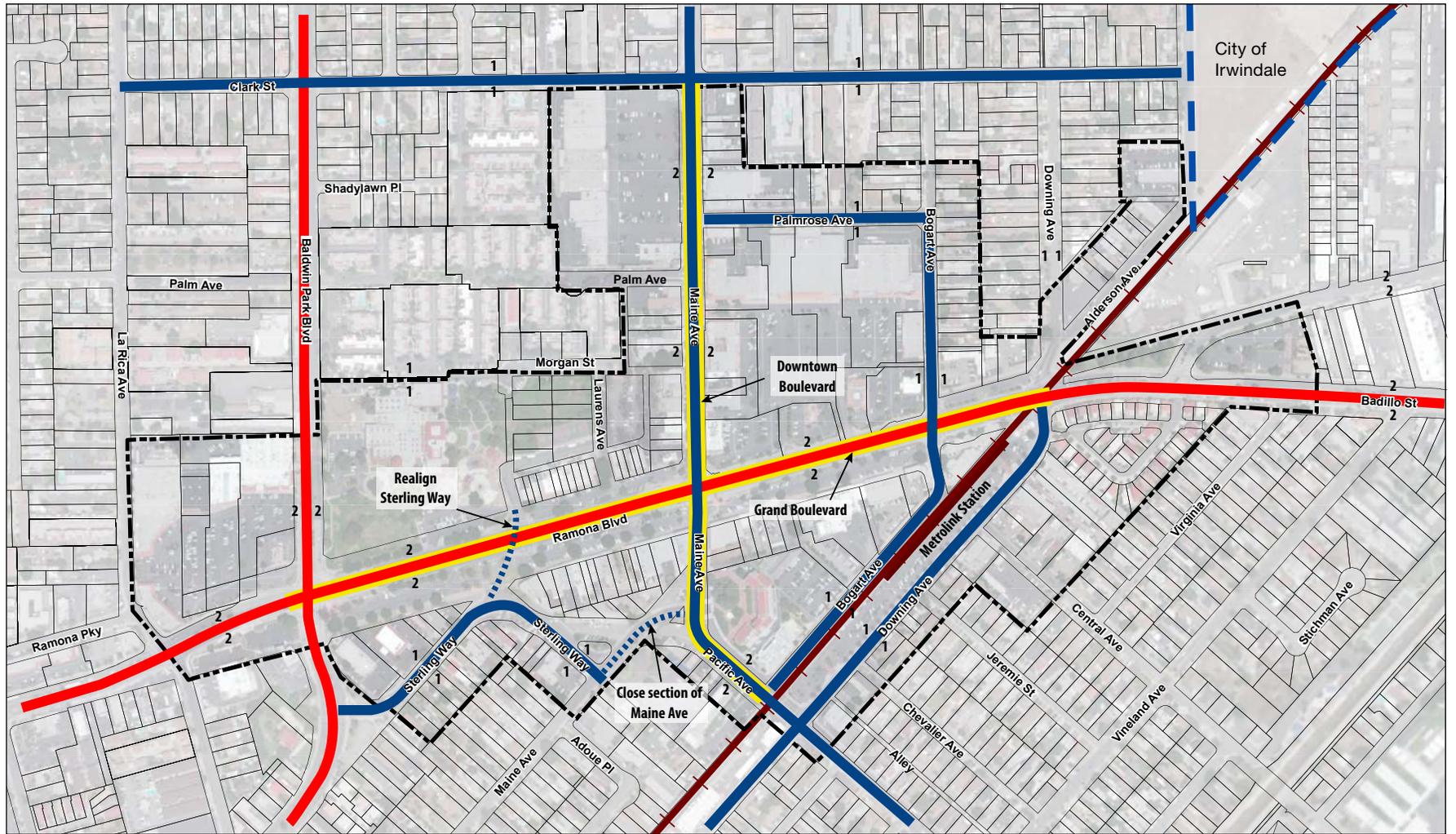
Ramona Boulevard: The public right-of-way areas containing diagonal parking (or parking bays) along Ramona Boulevard would be reconfigured. One row of diagonal parking comprising approximately 150 spaces would be removed, and the sidewalks would be widened. The row of diagonal parking adjacent to the buildings would remain (see discussion of parking, below). This would create a wider landscaped pedestrian walkway adjacent to the buildings and along the length of Ramona Boulevard, while retaining convenient parking adjacent to commercial land uses. Pedestrian connections would be provided across Ramona Boulevard, improving linkages from north of Ramona Boulevard to the Metrolink Station and Morgan Park. These would include:

- Intersection improvements with upgraded (wider and more visible) crosswalks;
- Installation of pedestrian-friendly signal timing (including countdown timers);
- Establishing and signing wayfinding routes; and
- Providing a signalized midblock crossing of Ramona Boulevard between Maine Avenue and Bogart Avenue.

To facilitate bicycle circulation, Ramona Boulevard would be restriped to provide a wider bicycle lane, and narrow existing traffic lanes in each direction. The existing bicycle lane is 4-feet wide and would be expanded to 6-feet wide. In addition, driveways onto Ramona Boulevard would be modified from the existing 45 degree angle (which encourages faster traffic) to a 90 degree angle to slow traffic.

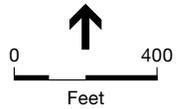
Maine Avenue, Pacific Avenue, and Sterling Way: The Specific Plan circulation improvements on Main Avenue at Pacific Avenue and Sterling Way would create a developable site and provide a location for a new civic plaza on the west side of City Hall.

- The section of Maine Avenue between Pacific Avenue and Sterling Way located opposite of City Hall would be vacated.
- Sterling Way would be realigned eastward at Ramona Boulevard from the current T-intersection to a four-way intersection with Cesar Chavez Drive.
- A new alley would be developed at the rear of the commercial uses fronting on Ramona Boulevard between Maine Avenue and Sterling Way to maintain local access and deliveries.



- Project Boundary
- City Boundary
- Metrolink San Bernardino Line
- Primary Arterial
- Collector Street
- Multi-Modal Boulevard
- 1/2 Number of Traffic Lanes

5 minute walk (1,200')



SOURCE: City of Baldwin Park

Baldwin Park Downtown TOD Specific Plan Initial Study . 130953

Figure 6
Proposed Circulation System

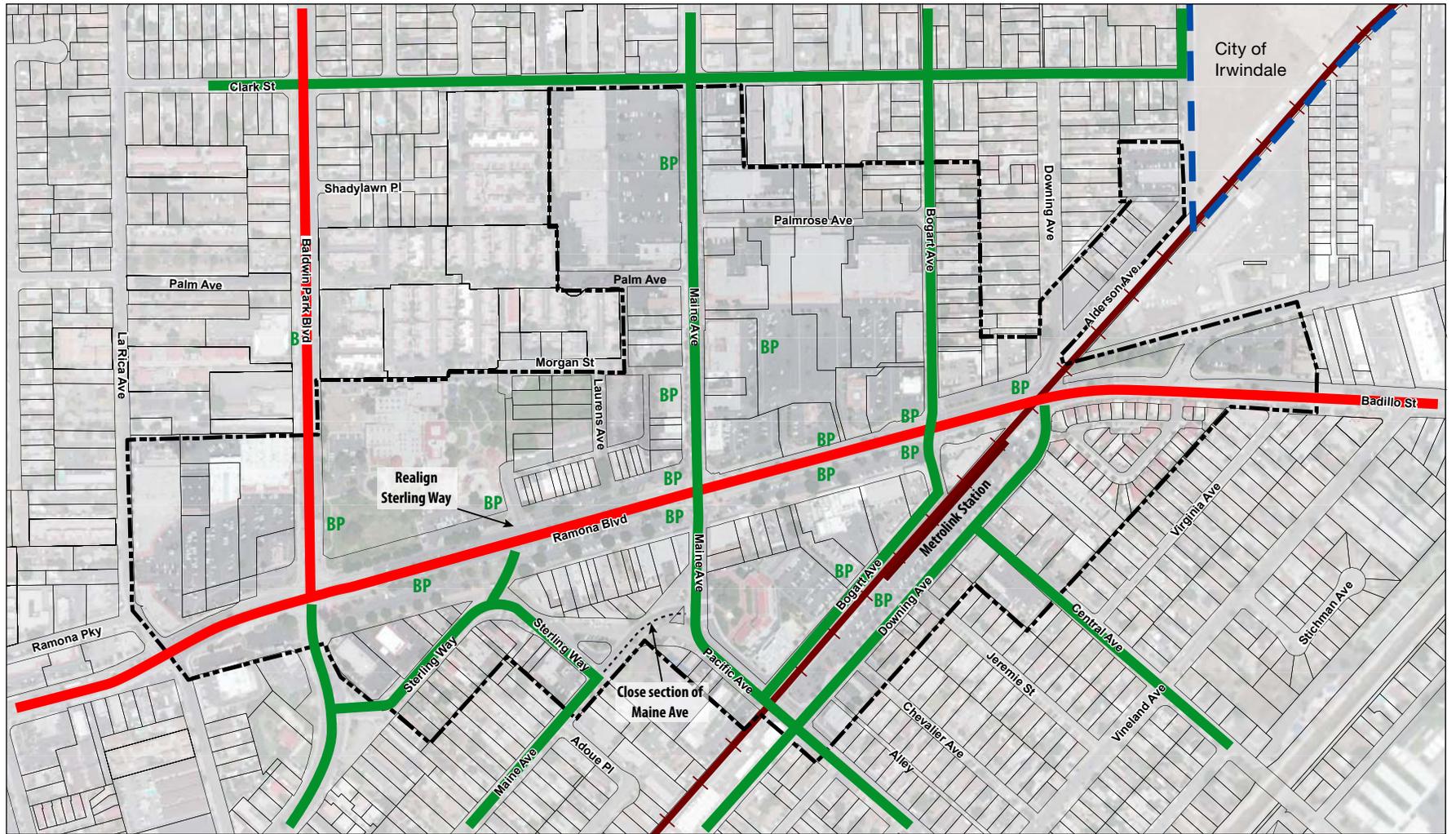
- **Metrolink Facilities:** The Specific Plan would install full quad-gate crossings that extend across the entire street (unlike the current half gates that only extend across half the street) on Pacific Avenue west of the Metrolink Station, and on Downing Avenue east of the station. The full quad gates would improve traffic safety because their length would cross the entire track, thereby preventing vehicles from crossing the tracks while the gates are down.

Pedestrian Circulation Network: A network of alleys and off-street walkways would be established to provide an additional circulation method and encourage pedestrian activity as a mode of transportation. The pedestrian circulation network would connect key places in the downtown area and provide a new mid-block walking route. The pedestrian network is shown in **Figure 7** and would include:

- A new mid-block connection on Ramona Boulevard between Bogart Avenue and Maine Avenue to enhance access to the Metrolink Station;
- Improved sidewalks along Bogart Avenue between Pacific Avenue and Downing Avenue;
- The entrance to the Metrolink Station at the intersection of Ramona Boulevard and Downing Avenue, and the track crossing of Pacific Avenue at the south end of the Metrolink Station would be improved to provide clearly defined pedestrian paths, better fencing of the tracks, and improved pedestrian control gates.
- Enhanced crosswalks (including highly visible zebra crosswalk striping and/or paving);
- Pedestrian-friendly signal timing (adding countdown pedestrian signals and extending the pedestrian crossing or “green” time where feasible); and
- Establishing and signing wayfinding routes.

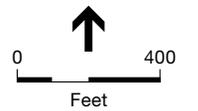
Bicycle Circulation: The proposed Specific Plan would establish a bicycle circulation network, which is shown in **Figure 8**, and includes a combination of Class II and Class III facilities that connect downtown to adjacent neighborhoods. Ramona Boulevard would be restriped to provide a wider bicycle lane (six feet compared to the existing four-foot lanes) that would be colored for visibility, and a four-foot striped separation from the moving traffic lanes would be provided to calm traffic and enhance bicycle safety. The proposed Specific Plan includes the following bicycle routes as included in the General Plan: Baldwin Park Boulevard south of Ramona Boulevard, Sterling Way, and Pacific Avenue south of Maine Avenue. In addition, the proposed Specific Plan establishes bicycle routes on Maine Avenue, Bogart Avenue, Downing Avenue south of Ramona Boulevard, and Central Avenue.

Bicycle parking facilities would be provided at numerous locations around downtown to facilitate the use of bicycles. General planned bicycle parking facility locations are shown in Figure 8, and include areas at the Metrolink Station, major bus stops, mid-block locations, and major commercial destinations.



- Project Boundary
- City Boundary
- Metrolink San Bernardino Line
- Class II Bike Lane
- Class III Bike Route
- BP Bike Parking

5 minute walk (1,200')



SOURCE: City of Baldwin Park

Baldwin Park Downtown TOD Specific Plan Initial Study . 130953

Figure 8
Proposed Bicycle Network

Vehicle Parking: To reflect the characteristics of downtown and TOD, the following parking requirement adjustments are included in the proposed Specific Plan:

- Parking requirements for commercial uses shall be 75 percent of the citywide requirement in the City Municipal Code Subchapter 153.150.
- Parking requirements for residential multi-family uses shall be one space per bedroom and one guest space per 10 units.

In addition, the proposed Specific Plan encourages people to park once and then walk around downtown to multiple destinations. The proposed Specific Plan encourages and allows shared parking per Municipal Code Subchapter 153.150, which allows shared parking with private and public facilities with approval of a Shared Parking Report.

- 9. Surrounding Land Uses and Setting.** The Specific Plan area is generally surrounded by single-family residential neighborhoods to the north, south, east and west, with some multi-family residential uses interspersed throughout. Commercial uses are present to the southwest and east.
- 10. Other public agencies whose approval is required** (e.g., permits, financing approval, or participation agreement. Indicate whether another agency is a responsible or trustee agency.) Metrolink approvals for the pedestrian improvements at the rail crossings.

Environmental Factors Potentially Affected

The proposed project could potentially affect the environmental factor(s) checked below. The following pages present a more detailed checklist and discussion of each environmental factor.

- | | | |
|--|---|--|
| <input checked="" type="checkbox"/> Aesthetics | <input type="checkbox"/> Agriculture and Forestry Resources | <input checked="" type="checkbox"/> Air Quality |
| <input type="checkbox"/> Biological Resources | <input checked="" type="checkbox"/> Cultural Resources | <input checked="" type="checkbox"/> Geology, Soils and Seismicity |
| <input checked="" type="checkbox"/> Greenhouse Gas Emissions | <input checked="" type="checkbox"/> Hazards and Hazardous Materials | <input checked="" type="checkbox"/> Hydrology and Water Quality |
| <input checked="" type="checkbox"/> Land Use and Land Use Planning | <input type="checkbox"/> Mineral Resources | <input checked="" type="checkbox"/> Noise |
| <input checked="" type="checkbox"/> Population and Housing | <input checked="" type="checkbox"/> Public Services | <input checked="" type="checkbox"/> Recreation |
| <input checked="" type="checkbox"/> Transportation and Traffic | <input checked="" type="checkbox"/> Utilities and Service Systems | <input checked="" type="checkbox"/> Mandatory Findings of Significance |

DETERMINATION: (To be completed by Lead Agency)

On the basis of this initial study:

- I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
- I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
- I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
- I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
- I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, no further environmental documentation is required.


 Signature
 Amy L. Harbin
 Printed Name

12/23/14
 Date
 City of Baldwin Park
 For

Environmental Checklist

Aesthetics

| <i>Issues (and Supporting Information Sources):</i> | <i>Potentially Significant Impact</i> | <i>Less Than Significant with Mitigation Incorporation</i> | <i>Less Than Significant Impact</i> | <i>No Impact</i> |
|--|---------------------------------------|--|-------------------------------------|-------------------------------------|
| 1. AESTHETICS — Would the project: | | | | |
| a) Have a substantial adverse effect on a scenic vista? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input 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 checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| d) Create a new source of substantial light or glare which would adversely affect daytime or nighttime views in the area? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

Discussion

- a) **Potentially significant impact.** Baldwin Park is an urbanized community and, as a result, views to the south, east, and west are generally of adjacent urban development and associated landscaping. However, views of the San Gabriel Mountains to the north are considered a scenic vista. The location and scale of the San Gabriel Mountains places the mountains in most northward views, often above existing buildings. Streets in the Specific Plan area that offer a north-south orientation, or even streets with east-west orientations, provide northward views, particularly at intersections, that provide views of this mountain range.

The proposed project would encourage redevelopment and infill development through rezoning, which would allow new structures that could reach heights of 50 feet and result in obstruction of a scenic vista of the San Gabriel Mountains. The proposed Specific Plan would also result in changes to existing sidewalks, bicycle routes, and roadways to better facilitate pedestrian and vehicle circulation; these improvements would occur at ground level and are not expected to obscure the existing scenic vista of the San Gabriel Mountains. Therefore, impacts to scenic vistas could occur and will be further analyzed in the EIR.

- b) **No impact.** The Specific Plan area is not located within or near a designated scenic highway corridor and is not located within view of a state or federal scenic highway. The nearest Caltrans-designated Scenic Highway is a portion of SR-57 (Caltrans, 2014), located approximately nine miles east of the Specific Plan area. Thus, the project site is not visible from this highway, and the project would not result in impacts to scenic resources within view of a state scenic highway. This criterion will not require further analysis in the EIR.
- c) **Potentially significant impact.** The proposed Specific Plan would allow for redevelopment at an increased intensity; taller buildings; expanded sidewalks, bicycle lanes and bicycle parking facilities; and alterations to the existing street intersections in order to expand a TOD pattern to the Specific Plan area. New development would be located within walking distance

of the existing Metrolink station and would include a mix of residential, employment, retail, and complementing public uses designed for pedestrians while also accommodating vehicular traffic. The Specific Plan would be consistent with the City 2020 General Plan goal to strengthen aesthetic character within the downtown area, and would include landscaping and beautification elements. These improvements would alter the existing character of the area. The EIR will evaluate the planned changes to determine if they would degrade the existing visual character or quality of the Specific Plan area.

- d) **Potentially significant impact.** The proposed infill development and redevelopment as well as the new pedestrian-friendly light signals and walkway lighting could potentially increase ambient or “spillover” light in the Specific Plan area. Policy 2.6 of the General Plan Land Use Element requires that the external lighting of commercial and industrial properties be confined to the site to avoid adverse impacts on adjacent land uses due to light spillover or glare. In addition, the proposed Specific Plan provides architectural, residential and balcony, commercial and mixed-use, retail, parking structure, landscaping, and street lighting standards. These standards include a prohibition against light fixtures that cause glare or reflect into upper stories of buildings. Chapter 3 of the proposed Specific Plan states that pedestrian-scaled lighting would be focused along retail streets in downtown area. Light fixtures would adhere to guidelines set forth by the Dark Sky Association to protect the area’s view of stars. Light fixtures in the public right-of-way shall also follow the Southern California Edison (SCE) standards for maintenance. However, potentially significant impacts related to an increase in ambient and spillover light could occur; thus, potential impacts related to light and glare will be further evaluated in the EIR.

References

Caltrans. 2014. Los Angeles County Officially Designated Scenic Highway. Accessed at http://www.dot.ca.gov/hq/LandArch/scenic_highways/index.htm on October 22, 2014.

City of Baldwin Park. 2002. General Plan. Adopted November 20, 2002.

Agricultural and Forest Resources

| <i>Issues (and Supporting Information Sources):</i> | <i>Potentially Significant Impact</i> | <i>Less Than Significant with Mitigation Incorporation</i> | <i>Less Than Significant Impact</i> | <i>No Impact</i> |
|---|---------------------------------------|--|-------------------------------------|-------------------------------------|
| 2. AGRICULTURAL AND FOREST RESOURCES — | | | | |
| <p>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. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board.</p> <p>Would the project:</p> | | | | |
| a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to 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) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| d) Result in the loss of forest land or conversion of forest land to non-forest use? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use or conversion of forest land to non-forest use? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

Discussion

- a) **No impact.** The entire City of Baldwin Park does not contain any Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (CDOC, 2011). Therefore, the proposed Specific Plan would not convert Prime Farmland, Unique Farmland, or Farmland of Statewide importance to nonagricultural uses. The proposed Specific Plan area consists of a developed urban area that does not contain any farmland uses. No impact related to the conversion of farmland to non-agricultural uses would occur; this issue will not be analyzed further in the EIR.
- b) **No impact.** The project area does not contain an agricultural zoning classification or land use designation and is not regulated by a Williamson Act contract (CDOC, 2013). No impact will occur as a result of the proposed Specific Plan and this issue will not be analyzed further in the EIR.
- c–e) **No impact.** The entire City of Baldwin Park is not zoned for forest land or zoned as an area designated for Timberland Protection. No impact will occur as a result of the

proposed Specific Plan and this issue will not be analyzed further in the EIR (City of Baldwin Park, 2002).

References

California Department of Conservation (CDOC). 2013. “Los Angeles County Williamson Act Fy 2012/2013” (Map). Division of Land Resources and Protection. Accessed at ftp://ftp.consrv.ca.gov/pub/dlrp/wa/LA_12_13_WA.pdf on October 22, 2014.

CDOC. 2011. “Los Angeles County Important Farmland 2010” (Map). Division of Land Resource Protection. September 2011. Accessed at <ftp://ftp.consrv.ca.gov/pub/dlrp/FMMP/pdf/2010/los10.pdf> on October 22, 2014.

City of Baldwin Park. 2002. General Plan. Adopted November 20, 2002.

Air Quality

| <i>Issues (and Supporting Information Sources):</i> | <i>Potentially Significant Impact</i> | <i>Less Than Significant with Mitigation Incorporation</i> | <i>Less Than Significant Impact</i> | <i>No Impact</i> |
|---|---------------------------------------|--|-------------------------------------|--------------------------|
| 3. 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 checked="" type="checkbox"/> | <input type="checkbox"/> | <input 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

- a) **Potentially significant impact.** The City of Baldwin Park is located within the South Coast Air Basin (Basin), which consists of the urbanized areas of Los Angeles, Riverside, San Bernardino, and Orange Counties. The South Coast Air Quality Management District (SCAQMD) monitors the Basin for pollutants and is responsible for regulating and controlling emissions, primarily from stationary sources. The Basin is currently under both federal and state non-attainment status for ozone and particulate matter smaller than 10 and 2.5 microns (PM₁₀ and PM_{2.5}, respectively). SCAQMD and the Southern

California Association of Governments (SCAG) are responsible for preparing the air quality management plan (AQMP) to address federal and state Clean Air Act requirements. The AQMP details goals, policies, and programs for improving air quality in the Basin and to bring it into attainment with the national and state ambient air quality standards. The most recent AQMP was adopted by the SCAQMD Governing Board on December 12, 2012.

Implementation of the proposed TOD Specific Plan would generate pollutant emissions during both construction and operation of new developments in the Specific Plan area. During construction, sources of pollutant emissions include heavy off-road equipment as well as on-road motor vehicles and workers' commutes to and from development sites. Construction activities would result in emissions of particulate matter, as well as nitrous oxides (NO_x) and volatile organic compounds (VOCs), which are precursors to ozone formation. Additionally, because buildout of the proposed Specific Plan project would involve changes in land use intensity and traffic patterns, an increase of air pollutant emissions could occur that may result in significant impacts to air quality. Furthermore, operation of new or altered buildings could increase emissions from new area sources. Overall, the pollutant emissions associated with the proposed Specific Plan project could result in potentially significant impacts to air quality in the area, and could potentially conflict with SCAQMD's AQMP. Thus, the potential for implementation of the proposed Specific Plan to conflict with or obstruct implementation of the AQMP will be evaluated in the EIR.

- b) **Potentially significant impact.** The Basin is currently under both federal and state non-attainment status in ozone and particulate matter smaller than 10 and 2.5 microns (PM₁₀ and PM_{2.5}, respectively). Implementation of the proposed Specific Plan would result in pollutant emissions generated from the construction and operation of new land uses within the Specific Plan area. Construction of new developments would generally involve activities such as demolition, site preparation, grading, and building construction, which would result in fugitive dust and equipment exhaust emissions. Construction worker and delivery vehicle trips would also generate temporary pollutant emissions. These construction-related emissions could adversely affect the regional ambient air quality in the Basin and locally within Baldwin Park. Additionally, operation of the new land uses in the proposed Specific Plan area may result in increased emissions of air pollutants from new stationary sources and from vehicle trips accessing the Specific Plan area. Thus, the pollutant emissions generated from implementation of the proposed Specific Plan may violate an air quality standard or contribute to an existing or projected air quality violation. Therefore, this impact is considered to be potentially significant and will be analyzed in the EIR. Mitigation measures will be identified if necessary.
- c) **Potentially significant impact.** As indicated under Item 3(b), short-term construction activities and long-term operation of future developments associated with the proposed Specific Plan may generate emissions that could result in either a violation of an ambient air quality standard or contribute to an existing air quality violation. Due to the elevated

concentrations of air pollutants that currently occur in the Basin, when combined with other past, present, or reasonably foreseeable future projects in the area, the net increase of criteria pollutants could cumulatively contribute to the nonattainment designations of pollutants in the Basin. Thus, the EIR will evaluate the potential for the proposed Specific Plan to generate a cumulatively considerable net increase of any criteria pollutant for which the project region is in nonattainment.

- d) **Potentially significant impact.** Sensitive receptors are locations where uses or activities result in increased exposure of persons more sensitive to the unhealthful effects of emissions (such as children and the elderly). Examples of land uses that can be classified as sensitive receptors include residences, schools, daycare centers, parks, recreational areas, medical facilities, rest homes, and convalescent care facilities. Sensitive receptors within the Specific Plan area include existing and proposed residential areas. Future development pursuant to implementation of the proposed Specific Plan project may expose these existing and/or new sensitive receptors to substantial pollutant concentrations. The EIR will evaluate the potential for construction and operation of the future developments in the Specific Plan area to expose sensitive receptors to substantial pollutant concentrations.
- e) **Less than significant impact.** The SCAQMD Air Quality Handbook identifies the following uses as having a potential odor issues: wastewater treatment plants, food processing plants, agricultural uses, chemical plants, composting, refineries, landfills, dairies, and fiberglass moldings, none of which are proposed within the Specific Plan. The Specific Plan proposes mixed use commercial and residential development within the project area, which do not involve the types of uses that would emit objectionable odors affecting a substantial number of people. In addition, odors generated by new and existing non-residential land uses in the Specific Plan area are required to be in compliance with SCAQMD Rule 402 to prevent odor nuisances on sensitive land uses. SCAQMD Rule 402, Nuisance, states:

A person shall not discharge from any source whatsoever such quantities of air contaminants or other material which cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public, or which endanger the comfort, repose, health or safety of any such persons or the public, or which cause, or have a natural tendency to cause, injury or damage to business or property.

During construction of future projects allowed under the proposed Specific Plan, emissions from construction equipment, such as diesel exhaust, and volatile organic compounds from architectural coatings and paving activities may generate odors. However, these odors would be limited and temporary; and thus, are not expected to affect a substantial number of people. Therefore, impacts relating to both operational and construction activity odors would be less than significant, and odors will not be evaluated in the EIR.

References

California Air Resources Board (CARB). 2013. Area Designation Maps/State and National. Available: <www.arb.ca.gov/desig/adm/adm.htm>. Accessed November 4, 2014.

South Coast Air Quality Management District (SCAQMD). 2013. *Final 2012 Air Quality Management Plan*. February.

United States Environmental Protection Agency (USEPA). 2013. *The Greenbook Nonattainment Areas for Criteria Pollutants*. Available: <<http://www.epa.gov/air/oaqps/greenbk/index.html>>. Accessed November 4, 2014.

Biological Resources

| <u>Issues (and Supporting Information Sources):</u> | <u>Potentially Significant Impact</u> | <u>Less Than Significant with Mitigation Incorporation</u> | <u>Less Than Significant Impact</u> | <u>No Impact</u> |
|--|---------------------------------------|--|-------------------------------------|-------------------------------------|
| 4. 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 U.S. 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"/> |
| 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 plan? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

Discussion

- a) **No impact.** No candidate, sensitive, or special-status species have been identified within or in the vicinity of the Specific Plan area by the California Natural Diversity Database (CNDDDB) (CNDDDB, 2014). The proposed Specific Plan project would plan for infill

development within an already highly disturbed urban environment and would not result in any direct impacts to special-status species nor involve or result in any existing habitat modifications that could indirectly result in a substantial adverse effect on any special-status species. Therefore, the proposed Specific Plan project would not result in impacts on species identified as candidate, sensitive, or special-status, and further analysis of this issue is not required in the EIR.

- b) **No impact.** Riparian habitat is lowland habitat associated with the bed and banks of a river, stream, or wash. The nearest river is the San Gabriel River, which is approximately 1.5 miles to the east of the western-most boundary of the Specific Plan area. The closest wash to the Specific Plan area is the Big Dalton Wash, which is located approximately 0.18 mile east of the eastern-most boundary. The Big Dalton Wash is concrete-lined and channelized and, therefore, does not have riparian habitat along its banks. The Specific Plan area is located in an upland area that contains an appreciable amount of impervious surfaces (i.e., asphalt and cemented streets and parking lots and buildings) and nonnative ornamental trees, shrubs, and ground cover and, therefore, riparian habitat is not present. The proposed Specific Plan would involve infill development within an already highly disturbed urban environment and would not involve any changes or alterations to any riparian habitat or other sensitive natural community. Therefore, the proposed Specific Plan project would not result in impacts on riparian habitats and this criterion does not require further analysis in the EIR.
- c) **No impact.** As discussed above, the Specific Plan area is a highly disturbed urban environment and no portion of the area contains the proper vegetation (i.e., a preponderance of hydrophytes or “water-loving” plants), soils (i.e., hydric or waterlogged soils), and hydrologic conditions (i.e., inundated either permanently or periodically or saturated during the growing season of the prevalent vegetation) to be defined a wetland according to the U.S. Army Corps of Engineers’ (USACE) *Wetlands Delineation Manual* (USACE, 1987). The Big Dalton Wash (located approximately 0.18 mile east of the Specific Plan area) may possess the proper hydrologic conditions, but because it is a concrete-lined and channelized wash, it would not likely possess any hydrophytes. Overall, because the Specific Plan area does not contain nor is located in proximity to a wetland, the proposed Specific Plan project would not have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (CWA) (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means. Impacts would not occur and this criterion requires no further analysis in the EIR.
- d) **No impact.** The Specific Plan area is a developed urban area that does not provide for movement of any native resident or migratory fish or wildlife species, nor does it provide an established native resident or migratory wildlife corridor or impede the use of native wildlife nursery sites. Therefore, no impacts would result from implementation of the proposed Specific Plan and no further analysis of this issue is required in the EIR.

- e) **No impact.** The only local policy or ordinance related to the protection of biological resources that would be applicable to the Specific Plan area is the Oak Tree Ordinance; which establishes that a person shall not cut, destroy, remove, relocate, inflict damage, or encroach into the protected zone of any tree of the oak tree genus without first obtaining a permit. However, there is only one oak tree within the Specific Plan area, which is located in Morgan Park. The proposed Specific Plan would not result in any changes in Morgan Park and would not affect the oak tree located therein. Furthermore, implementation of the proposed Specific Plan would adhere to all City and County ordinances applicable to the Specific Plan area, including the Los Angeles County Oak Tree Ordinance. As a result, the proposed Specific Plan would not conflict with any local plans or policies protecting biological resources and no impacts are anticipated as a result of the proposed Specific Plan and no further analysis of this issue is required in the EIR.
- f) **No impact.** The Specific Plan area is not located within a Habitat Conservation Plan, Natural Community Conservation Plan or any other approved local, regional, or state habitat conservation plan. No impact is expected and this issue will not be discussed further in the EIR.

References

County of Los Angeles. 2014. County of Los Angeles General Plan: Significant Ecological Areas and Coastal Resource Areas. Draft. April, 2014. Accessed at http://planning.lacounty.gov/assets/upl/sea/SEA_adopted_proposed_2014.pdf on October 27, 2014.

California Natural Diversity Database, 2014.

Cultural Resources

| <i>Issues (and Supporting Information Sources):</i> | <i>Potentially Significant Impact</i> | <i>Less Than Significant with Mitigation Incorporation</i> | <i>Less Than Significant Impact</i> | <i>No Impact</i> |
|---|---------------------------------------|--|-------------------------------------|--------------------------|
| 5. CULTURAL RESOURCES — Would the project: | | | | |
| a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| d) Disturb any human remains, including those interred outside of formal cemeteries? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

Discussion

- a) **Potentially significant impact.** The City of Baldwin Park was founded in 1860, when it was a part of San Gabriel Mission cattle grazing land (City of Baldwin Park, 2012). The Specific Plan area includes buildings that have the potential to be considered important historic resources. The EIR will identify any properties within the Specific Plan area that have been listed as a California Point of Historical Interest, a California Historical Landmark, California Register of Historic Places, or the National Register of Historic Places. In addition, the EIR will evaluate any other properties within the Specific Plan that have the potential to be historic and potential impacts that could occur to these properties by implementation of the proposed Specific Plan.
- b) **Potentially significant impact.** The Specific Plan area is urbanized and ground surfaces have been heavily disturbed due to previous development. Therefore, the likelihood of the discovery of surficial archaeological resources is minimal. However, the Specific Plan would result in infill and redevelopment of parcels, the construction of which could result in inadvertent damage to unknown buried archaeological deposits, which would result in a significant impact. As a result, potential impacts related to archeological resources will be evaluated in the EIR.
- c) **Potentially significant impact.** The Specific Plan area is underlain by younger Quaternary Alluvium, derived as deposits from the San Gabriel Mountains and San Gabriel River (DMG, 1998). The alluvium is unlikely to contain significant fossils. However, older Quaternary deposits or deposits of the marine Pliocene Fernando Formation may, lie below the Quaternary Alluvium; both are known to contain vertebrate fossils. Although no paleontological resources are known to exist within the Specific Plan area, there is a possibility that unknown resources may be uncovered during construction activities. Thus, the potential for the proposed Specific Plan to result in impacts to paleontological resources will be evaluated in the EIR.
- d) **Potentially significant impact.** There is no known site within the Specific Plan area that has been used for human burial purposes. Therefore, it is unlikely that human remains would be encountered during construction activities related to the proposed Specific Plan. However, previously unknown buried human remains could be inadvertently disturbed during construction activities, which would result in a significant impact. Thus, potential impacts related to human remains will be discussed in the EIR.

References

City of Baldwin Park. 2012. Baldwin Park Historical Museum. Accessed at http://www.baldwinpark.com/index.php?option=com_content&task=view&id=235 on October 23, 2014.

Department of Conservation, Division of Mines and Geology (DMG, 1998), *Seismic Hazard Zone Report for the Baldwin Park 7.5-Minute Quadrangle, Los Angeles County, California*, http://gmw.consrv.ca.gov/shmp/download/evalrpt/baldp_eval.pdf, 1998. Downloaded October 30, 2014.

Geology, Soils, and Seismicity

| <u>Issues (and Supporting Information Sources):</u> | <u>Potentially Significant Impact</u> | <u>Less Than Significant with Mitigation Incorporation</u> | <u>Less Than Significant Impact</u> | <u>No Impact</u> |
|--|---------------------------------------|--|-------------------------------------|-------------------------------------|
| 6. GEOLOGY, SOILS, AND SEISMICITY — Would the project: | | | | |
| a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving: | | | | |
| i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? (Refer to Division of Mines and Geology Special Publication 42.) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| ii) Strong seismic ground shaking? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| iii) Seismic-related ground failure, including liquefaction? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| iv) Landslides? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Result in substantial soil erosion or the loss of topsoil? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

Discussion

- ai) **No impact.** Seismically-induced ground rupture is defined as the physical displacement of surface deposits in response to an earthquake's seismic waves. The magnitude, sense, and nature of fault rupture can vary for different faults or even along different strands of the same fault. Ground rupture is considered more likely along active faults. The Los Angeles Basin contains both active and potentially active faults, and is considered a region of high seismic activity. The Specific Plan area is not located near an Alquist-Priolo Fault Rupture Hazard Zone or other known fault, and is therefore unlikely to

experience surface fault rupture. The closest active faults to the Specific Plan area are the Raymond fault, located 5.3 miles to the northeast, and the Sierra Madre fault, located 5.5 miles to the north (Jennings, 1994). Due to the distance between the Specific Plan area and the active faults, implementation of the proposed Specific Plan would not result in impacts related to rupture of a known earthquake fault.

- aii) **Less than significant impact.** As described above, the Los Angeles basin is considered a region of high seismic activity due to the numerous faults that transect the area, including the north-northeast-trending Walnut Creek Fault, the San Jose Fault, the Little Puente Hills Fault, and the Whittier Heights Fault (CDOC, 1998). The proposed Specific Plan would include development of new structures and redevelopment of existing structures to provide expanded residential and commercial uses. Therefore, implementation of the proposed Specific Plan has the potential to expose additional people and structures to strong seismic ground shaking. Ground movement during an earthquake varies depending on the overall magnitude, distance to the fault, focus of earthquake energy, and type of geologic material.

The City's standard approval requirements ensure that all construction complies with the California Building Code and the City's Building Regulations established in the City's Municipal Code. Continued adherence to applicable building codes through the City's building permit process would reduce impacts related to seismic ground shaking to a less than significant level, and this issue requires no further analysis in the EIR.

- aiii) **No impact.** Liquefaction can occur as a secondary effect of seismic shaking in areas of saturated, loose, fine-to-medium grained soils where the water table is 50 feet or less below the ground surface. Seismic shaking temporarily eliminates the grain-to-grain support normally provided by the sediment grains. The waters between the grains assume the weight of the overlying material and the sudden increase in pore water pressure results in the soil losing its friction properties. The saturated material (with the frictionless properties of a liquid) will fail to support overlying structures. Liquefaction-related effects include loss of bearing strength, ground oscillations, lateral spreading, and slumping.

The depth of groundwater is approximately 200 feet below the ground surface (MSGBW, 2013) and the Specific Plan area is not identified in the Seismic Hazard Zone Report for the Baldwin Park 7.5-Minute Quadrangle as a liquefaction hazard area, (CDOC, 1999). Therefore, the potential for lateral spreading is considered very low and seismic impacts related to liquefaction from implementation of the proposed Specific Plan would not occur.

- aiv) **No impact.** The City is located on a broad, gently sloping alluvial plain that extends from the south-facing slope of Mount Bliss. Likewise, the Specific Plan area is a flat, level area with no hills or cliffs, where the risk of landslides is very low. As a result, impacts related to landslide hazards would not result from implementation of the Specific Plan.

b) **Potentially significant impact.** The proposed Specific Plan is located within a developed urban area, and project components would be developed within areas that are largely covered with impervious surfaces. However, construction activities associated with the Specific Plan, such as roadway, sidewalk, bicycle path, water line replacement and building development components would include excavation, grading, and other soil-disturbing activities, which have the potential to result in erosion and/or topsoil loss. Therefore, this issue will be analyzed along with potential hydrology and water quality impacts in the EIR.

c) **Less than significant impact.** As described above, the City is located on a gently sloping alluvial plain, and the Specific Plan area is a flat, level area with groundwater levels that are approximately 200 feet deep. The project area is not located in a liquefaction or earthquake-induced landslide area, and due to the flat topography and deep groundwater table, the potential for lateral spreading is also considered very low. Furthermore, alluvial plains that are not underlain by groundwater are typically not subject to subsidence or collapse. The Specific Plan area is not identified as being located on a geologic unit or soil that is unstable, or that would become unstable as a result of development activities.

The proposed Specific Plan would implement redevelopment of existing uses and the addition of structures. The City Municipal Code Title XV Section 150.072 requires site-specific soil investigation reports and structural observation programs to be submitted with building permit applications (ALPC, 2014). The City's standard approval requirements ensure that all construction complies with the California Building Code and the City's building regulations related to soil stability. Continued adherence to applicable building codes through the City's building permit process would result in less than significant impacts, and no further analysis will be provided in the EIR.

d) **Less than significant impact.** The Specific Plan area is underlain by young Quaternary Alluvium, derived as deposits from the San Gabriel Mountains and San Gabriel River, which are dominated by loose to moderately dense sandy sediments (DMG, 1998), which are not typically expansive. However, some areas of development could be underlain by areas of unknown fill. Because of this the City's building permit process included in the Municipal Code requires submittal of soil investigation reports and structural observation programs (Title XV Section 150.72) (ALPC, 2014) and permits would not be issued unless soil suitability and appropriate construction practices for the proposed structures is confirmed. Therefore, the proposed Specific Plan would result in less than significant impacts related to expansive soils and this issue requires no further analysis in the EIR.

e) **No impact.** The Specific Plan area is served by a sewer system; septic tanks would not be utilized by the proposed Specific Plan. All development associated with the proposed Specific Plan project would connect to and be served by the existing public sewer system for wastewater discharge and treatment. No impacts would occur as a result of the proposed Specific Plan and this issue requires no further analysis in the EIR.

References

- American Legal Publishing Corporation (ALPC). 2014. California: Baldwin Park Code of Ordinances. Local Legislation passed through February 9, 2014. Accessed at [http://www.amlegal.com/nxt/gateway.dll/California/baldwin/cityofbaldwinparkcalifornia/codeofordinan?f=templates\\$fn=default.htm\\$3.0\\$vid=amlegal:baldwinpark_ca](http://www.amlegal.com/nxt/gateway.dll/California/baldwin/cityofbaldwinparkcalifornia/codeofordinan?f=templates$fn=default.htm$3.0$vid=amlegal:baldwinpark_ca) on October 23, 2014.
- California Department of Conservation (CDOC). 1999. State of California Seismic Hazard Zones. Baldwin Park Quadrangle: Official Map. Released March 25, 1999. Accessed at http://gmw.consrv.ca.gov/shmp/download/quad/BALDWIN_PARK/maps/ozn_baldp.pdf on October 23, 2014.
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- Main San Gabriel Basin Waster Master (MSGBW, 2013), *Five-Year Water Quality and Supply Plan*, http://watermaster.org/Final.5YR_10_28_13_1018pm_LR.All.pdf, 2013. Downloaded October 30, 2014.
- National Resources Conservation Service (NRCS). 2014. Web Soil Survey. Accessed at <http://websoilsurvey.sc.egov.usda.gov/App/WebSoilSurvey.aspx> on October 23, 2014.

Greenhouse Gas Emissions

| <i>Issues (and Supporting Information Sources):</i> | <i>Potentially Significant Impact</i> | <i>Less Than Significant with Mitigation Incorporation</i> | <i>Less Than Significant Impact</i> | <i>No Impact</i> |
|--|---------------------------------------|--|-------------------------------------|--------------------------|
| 7. GREENHOUSE GAS EMISSIONS — Would the project: | | | | |
| a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

Discussion

- a) **Potentially significant impact.** Gases that trap heat in the atmosphere are called greenhouse gases (GHGs). The major concern with GHGs is that increases in their concentrations are causing global climate change. The principal GHGs are carbon dioxide (CO₂), methane (CH₄), nitrous oxide (N₂O), sulfur hexafluoride (SF₆), perfluorocarbons (PFCs), and hydrofluorocarbons (HFCs). Construction and operation of development permitted by the proposed Specific Plan would generate GHG emissions, both directly and indirectly. Construction activities are short-term and cease to emit GHGs upon completion. Operation emissions associated with the future developments in the Specific Plan area would include GHG emissions from mobile sources (transportation), energy, water use and treatment, and waste disposal. GHG emissions generated by electricity and natural gas use by future developments are indirect GHG emissions from the energy that is produced off-site. These sources would have the potential to generate GHGs and result in a significant impact on the environment. Therefore, impacts associated with GHG emissions are potentially significant and will be evaluated in the EIR.
- b) **Potentially significant impact.** Assembly Bill (AB) 32, signed by Governor Arnold Schwarzenegger in 2006, directs the State of California to reduce statewide GHG emissions to 1990 levels by the year 2020. In accordance with AB 32, CARB developed the Climate Change Scoping Plan (Scoping Plan), which outlines how the state will achieve the necessary GHG emission reductions to achieve this goal (CARB, 2008). The increase in GHG emissions generated from construction and operation of future developments in the Specific Plan area could conflict with the Scoping Plan’s strategies as well as other local and state plans, policies, and regulations adopted for the purpose of reducing the emission of GHGs. Thus, this issue will be evaluated in the EIR.

References

California Air Pollution Control Officers Association (CAPCOA). 2008. *CEQA & Climate Change, Evaluating and Addressing Greenhouse Gas Emissions from Projects Subject to the California Environmental Quality Act*. January.

CARB. 2008. *Climate Change Scoping Plan: A Framework for Change*. December.

Hazards and Hazardous Materials

| <i>Issues (and Supporting Information Sources):</i> | <i>Potentially Significant Impact</i> | <i>Less Than Significant with Mitigation Incorporation</i> | <i>Less Than Significant Impact</i> | <i>No Impact</i> |
|---|---------------------------------------|--|-------------------------------------|--------------------------|
| 7. 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 checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

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

- a–b) **Potentially significant impact.** The Specific Plan area has long been developed with a variety of urban uses. Excavation for installation of the water line, roadway improvements, and development projects that would occur by implementation of the proposed Specific Plan could unearth unknown contaminants that may be present in soil and/or groundwater from current and/or historic site usage. The potential for the proposed Specific Plan to produce significant impacts to the public during the transportation of hazards or involving the potential release of hazards will be evaluated in the EIR.
- c) **Potentially significant impact.** The Specific Plan area is within one-quarter mile of existing schools, including Baldwin Park High, Central Elementary, and Vineland Elementary. As described above, the proposed Specific Plan could result in excavation and handling of hazardous materials if unknown contaminants are found during excavation activities. Therefore, the EIR will include an identification of the schools near the Specific Plan area and evaluation of impacts related to the potential release of hazardous materials.
- d) **Potentially significant impact.** As described above, the Specific Plan area has long been developed for urban uses that could have a history of hazardous material usage or

contamination. As described above, the proposed Specific Plan could result in excavation and handling of hazardous materials if unknown contaminants are found during excavation activities, which could create a significant hazard to the public or the environment. Thus, the EIR will include a database search of federal, state, and local governmental databases to identify any hazardous material sites within the Specific Plan area and potential related impacts from implementing the proposed Specific Plan.

- e,f) **No impact.** The proposed Specific Plan area is not located within an airport land use plan or airport approach zone. The nearest airport is four miles west of the project area (the El Monte Airport). Therefore, the potential for the proposed project to result in a safety hazard for people residing or working in the vicinity of an airport will not require further analysis in the EIR.
- g) **Less than significant impact.** Existing City development standards would require new development within the Specific Plan to be designed so as not to interfere with an adopted emergency response plan or emergency evacuation plan. Impacts would be less than significant as a result of the proposed Specific Plan and no further analysis of this criterion is required in the EIR.
- h) **No impact.** The Specific Plan area is located within an urban area that does not contain wildlands, and is not located in an area classified as a Very High Fire Hazard Severity Zone (Cal Fire, 2012). Therefore, impacts related to wildland fires would not occur, and this issue requires no further analysis in the EIR.

References

Cal Fire. 2012. Los Angeles County: Very High Fire Hazard Severity Zones in LRA as Recommended by Cal Fire (Map). Recommended, May 2012. Accessed at on October 24, 2014.

Hydrology and Water Quality

| <i>Issues (and Supporting Information Sources):</i> | <i>Potentially Significant Impact</i> | <i>Less Than Significant with Mitigation Incorporation</i> | <i>Less Than Significant Impact</i> | <i>No Impact</i> |
|---|---------------------------------------|--|-------------------------------------|--------------------------|
| 9. HYDROLOGY AND WATER QUALITY — Would the project: | | | | |
| a) Violate any water quality standards or waste discharge requirements? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

| <i>Issues (and Supporting Information Sources):</i> | <i>Potentially Significant Impact</i> | <i>Less Than Significant with Mitigation Incorporation</i> | <i>Less Than Significant Impact</i> | <i>No Impact</i> |
|---|---------------------------------------|--|-------------------------------------|-------------------------------------|
| 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 checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| c) Substantially alter the existing drainage pattern of a site or area through the alteration of the course of a stream or river, or by other means, in a manner that would result in substantial erosion or siltation on- or off-site? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| d) Substantially alter the existing drainage pattern of a site or area through the alteration of the course of a stream or river, or by other means, substantially increase the rate or amount of surface runoff in a manner that would result in flooding on- or off-site? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input 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 checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 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 that 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) Expose people or structures to a significant risk of loss, injury or death involving inundation by seiche, tsunami, or mudflow? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

Discussion

- a) **Potentially significant impact.** Construction activities that would be implemented by the water line, roadway improvements and infill/redevelopment that would occur as proposed in the Specific Plan would disturb soils and would utilize equipment and hazardous substances that, if not properly contained, could degrade surrounding water quality. Future development within the Specific Plan area would expand residential, commercial and public uses that would increase the number of residents and the concentration of persons within the area that could increase pollutants such as pesticides, vehicle fuels and oils, and litter; all of which, if not properly contained, could degrade existing water quality. Potential impacts related to water quality standards and waste discharge requirements will be addressed in the EIR.

- b) **Potentially significant impact.** The Specific Plan area receives water services from the Valley County Water District, who also owns and maintains the water system network. Infill and redevelopment that would occur with implementation of the Specific Plan would result in population growth; thereby increasing demand on water supplies and the groundwater basin. The proposed project would add approximately 833 residential dwelling units and 289,135 square feet of commercial space to the Specific Plan area, and is, therefore required to develop a water supply assessment in accordance with State Senate Bill 610 to demonstrate that an assured water supply is available to support development of the uses proposed in the Specific Plan. The EIR will include a quantification of the water supplies needed for the proposed Specific Plan and an analysis of potential local groundwater impacts that could result.
- c) **Potentially significant impact.** According to Federal Emergency Management Agency's Flood Insurance Rate Map No. 06037C1700F, the Specific Plan area is not located in a flood zone (FEMA, 2008), and no existing surface drainages or rivers are located in the plan area. The proposed Specific Plan would implement redevelopment and infill development within an already developed and mostly paved urban area. After implementation of the project development, runoff would continue to flow over either paved or landscaped areas that would eventually be directed toward storm drains. Therefore, the potential for erosion to occur from implementation of the proposed Specific Plan would be extremely low. However, construction of certain project components would expose bare soil that could be subject to erosion, potentially resulting in a significant impact. This issue will be further discussed in the EIR.
- d) **Less than significant impact.** As stated previously, the proposed Specific Plan area is not located in a flood zone and does not contain any streams or rivers. The Specific Plan components include an expansion or reconfiguration of existing urban development in mostly paved areas; therefore, the proposed components would maintain existing drainage patterns, and will not contribute to an increase in impervious surfaces in the Specific Plan area such that increased runoff and flooding on- or offsite would result. Impacts related to flooding would be less than significant, and flooding will not be further discussed in the EIR.
- e) **Less than significant impact.** As stated previously, the Specific Plan components include an expansion or reconfiguration of existing urban development in mostly paved areas; therefore, the proposed components would maintain existing drainage patterns, and will not contribute to an increase in impervious surfaces in the Specific Plan area such that increased runoff would exceed the capacity of drainage systems. Impacts related to an increase in runoff and the capacity of drainage systems would be less than significant, and will not be further discussed in the EIR.
- f) **Potentially significant impact.** The potential water quality impacts from construction and operation of the proposed Specific Plan components will be analyzed in the EIR as described in threshold a) above.

- g,h) **No impact.** The Specific Plan area is not within a 100-year flood hazard area. As a result, no adverse impacts related to flooding are expected as a result of the development of the proposed Specific Plan and this issue warrants no further discussion in the EIR.
- i) **Less than significant impact.** As shown in Figure PS-2 of the Baldwin Park General Plan, the Specific Plan area has the potential to be inundated with two to six-feet of water from the Santa Fe Flood Control Basin. However, due to the method of construction and the dam's past performance during previous earthquakes, and the fact that water is present only a few months out of the year, catastrophic failure of this dam and resultant flooding are considered unlikely (City of Baldwin Park, 2002). Impacts would be less than significant and no further discussion is necessary in the EIR.
- j) **No impact.** The project area is not subject to inundation by tsunami as it is located approximately 29 miles northeast of the Pacific Ocean. Seiches occur in semi- or fully enclosed bodies of water when strong winds and/or rapid changes in atmospheric pressure push water from one end of the body of water to the other, resulting in an oscillation back and forth of waves (NOAA, 2014). The project area is located approximately 0.8 mile east of a holding pond of San Gabriel River water; however, the dry, Mediterranean climate in the Specific Plan area is not prevalent to dramatic changes in pressure or strong winds such that a seiche would occur, bypassing holding walls and inundating the Specific Plan area. Mudflows are flowing masses of fine-grained earth material with a high degree of fluidity (USGS, 2014), and happen on slopes. The Specific Plan area is developed, relatively flat and does not have enough exposed soils or topography to be a risk of mudflow. Impacts would not occur; this issue will not be evaluated further in the EIR.

References

- City of Baldwin Park. 2002. General Plan. Public Safety Element.
- Federal Emergency Management Agency (FEMA). 2008. Flood Insurance Rate Map No. 06037C1700F. Effective September 26, 2008.
- National Oceanic and Atmospheric Association (NOAA). 2014. "What is a seiche?" Revised July 25, 2014. Accessed at <http://oceanservice.noaa.gov/facts/seiche.html> on October 23, 2014.
- United States Geological Survey (USGS). 2014. Glossary. Page last modified September 15, 2014. Accessed at <http://landslides.usgs.gov/learn/glossary.php> on October 23, 2014.

Land Use and Land Use Planning

| <i>Issues (and Supporting Information Sources):</i> | <i>Potentially Significant Impact</i> | <i>Less Than Significant with Mitigation Incorporation</i> | <i>Less Than Significant Impact</i> | <i>No Impact</i> |
|---|---------------------------------------|--|-------------------------------------|-------------------------------------|
| 10. LAND USE AND LAND USE PLANNING — | | | | |
| Would the project: | | | | |
| a) Physically divide an established community? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 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? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| c) Conflict with any applicable habitat conservation plan or natural community conservation plan? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

Discussion

- a) **No impact.** The proposed Specific Plan is anticipated to facilitate the development of a more cohesive community based around TOD and would provide for infill and redevelopment of parcels within the downtown community, which would not physically divide an established an existing community. The proposed roadway and pedestrian improvements that would be implemented by the Specific Plan are intended to provide improved circulation and cohesion, and do not include any components that would displace existing residences or otherwise physically divide the downtown community. No impacts are anticipated as a result of the proposed Specific Plan.
- b) **Potentially significant impact.** The proposed Specific Plan identifies sites that have the potential for redevelopment or infill development and proposes to rezone and amend General Plan land uses of specific parcels within the area to provide for the TOD envisioned by the Specific Plan. The proposed Specific Plan would result in increases in development intensity and changes in land uses that could conflict with an applicable land use plan, policy, or regulation that was adopted for the purpose of avoiding or mitigating an environmental effect. The proposed Specific Plan’s compatibility with existing plans, policies, and regulations will be assessed in an EIR.
- c) **No impact.** The Specific Plan area is within the developed core of the City of Baldwin Park. As discussed in checklist item 4, Biological Resources (f), the Specific Plan area is not located within any habitat conservation plan or natural community conservation plan. Therefore, no impact will occur. This issue will not be addressed further in the EIR.

References

City of Baldwin Park, *Baldwin Park 2020 General Plan*, November 2002.

City of Baldwin Park, *Baldwin Park Zoning Code*, Chapter 153 of the Municipal Code, as amended to December, 2007.

Mineral Resources

| <i>Issues (and Supporting Information Sources):</i> | <i>Potentially Significant Impact</i> | <i>Less Than Significant with Mitigation Incorporation</i> | <i>Less Than Significant Impact</i> | <i>No Impact</i> |
|---|---------------------------------------|--|-------------------------------------|-------------------------------------|
| 11. 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? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

Discussion

- a,b) **No impact.** No significant mineral deposits have been identified within the Specific Plan area (USGS, 2014). As a result, the proposed Specific Plan would not cause a loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan. No impacts to mineral resources are expected to occur.

References

United States Geological Survey (USGS). 2014. Mineral Resources Data System. Page last updated September 3, 2014. Accessed at <http://mrdata.usgs.gov/mineral-resources/mrds-us.html> on October 24, 2014.

Noise

| <i>Issues (and Supporting Information Sources):</i> | <i>Potentially Significant Impact</i> | <i>Less Than Significant with Mitigation Incorporation</i> | <i>Less Than Significant Impact</i> | <i>No Impact</i> |
|---|---------------------------------------|--|-------------------------------------|--------------------------|
| 12. NOISE — Would the project: | | | | |
| a) Result in 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? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| b) Result in exposure of persons to, or generation of, excessive groundborne vibration or groundborne noise levels? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| c) Result in 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) Result in a substantial temporary or periodic 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"/> |

| <u>Issues (and Supporting Information Sources):</u> | <i>Potentially Significant Impact</i> | <i>Less Than Significant with Mitigation Incorporation</i> | <i>Less Than Significant Impact</i> | <i>No Impact</i> |
|--|---------------------------------------|--|-------------------------------------|-------------------------------------|
| e) For a project located within an airport land use plan area, or, where such a plan has not been adopted, in an area within two miles of a public airport or public use airport, would the project expose people residing or working in the area to excessive noise levels? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| f) For a project located in 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

- a) **Potentially significant impact.** Noise levels generated by construction and operation of future developments within the Specific Plan area could result in the exposure of persons to or generation of noise levels in excess of standards established in the City of Baldwin Park’s General Plan Noise Element and Noise ordinance. During construction activities for new developments in the Specific Plan area, sensitive receptors that are located nearby a construction site would be exposed to temporary increases in ambient noise levels. Section 130.37(E) of the City’s Code of Ordinances specifically prohibits the operation of equipment or perform any outside construction or repair work between the hours of 7:00 p.m. to 7:00 a.m. Once developed, operational noise levels generated by new developments would include stationary sources (e.g., heating, ventilation, and air conditioning equipment) as well as mobile sources (e.g., traffic noise) within the Specific Plan area. For residential uses, the City of Baldwin Park has established in its General Plan Noise Element interior and exterior noise standards of 45 dB and 65 dB CNEL, respectively. As construction and operational noise levels associated with the Specific Plan area could potentially exceed or violate City noise standards and/or regulations, these potential impacts will be assessed in the EIR.
- b) **Potentially significant impact.** During construction activities within the Specific Plan area, people may be exposed to excessive groundborne vibration or groundborne noise levels from the operation of heavy equipment. These impacts would generally only occur for a short duration. However, because existing land uses may be subject to disturbance and/or annoyance by groundborne noise or vibration, potential impacts could occur and this issue will be evaluated in the EIR.

The proposed Specific Plan would implement mixed use commercial and residential development within the project area. These land uses that would be allowed by the proposed Specific Plan do not involve the types of uses that would involve any major sources (mobile or stationary) of vibration, which are more typical of large industrial facilities. Thus, once developed, the operation of the new land uses in the Specific Plan area is not anticipated to generate vibration levels that would adversely affect existing or future sensitive receptors. As a result, operational vibration impacts associated with the proposed Specific Plan would be less than significant and would not require further analysis in the EIR.

- c) **Potentially significant impact.** Development within the Specific Plan area may result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project primarily from potential increases in traffic noise. Although the Specific Plan's proximity to the Metrolink Station encourages transit use, development pursuant to the proposed Specific Plan would generate an increase in vehicle trips. As a result, the total net increase in traffic noise levels over existing conditions will be quantified and analyzed in the EIR.
- d) **Potentially significant impact.** Development within the Specific Plan area may result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project during construction of new land uses. The operation of construction equipment at a development site would result in increased noise levels in the site's vicinity, which could adversely affect off-site sensitive receptors located nearby. In addition, construction traffic associated with the new developments may also result in a temporary or periodic increase in noise levels on the local roadways in the Specific Plan area. As such, potential noise impacts on existing and future sensitive receptors (e.g. residential uses) from exposure to temporary construction noise levels will be evaluated in the EIR.
- e,f) **No impact.** The closest airport to the Specific Plan area is the El Monte Airport, located approximately four miles west of the Specific Plan area. The Specific Plan area is not located in the jurisdiction of an airport land use compatibility plan, nor is it in an airport approach zone. Therefore, the proposed Specific Plan would not expose people to excessive noise from an airport, and therefore, this issue area would not be further analyzed in the EIR.

References

City of Baldwin Park. 2002. 2020 General Plan Noise Element. November.

City of Baldwin Park Municipal Code. Available: <
[http://www.amlegal.com/nxt/gateway.dll/California/baldwin/cityofbaldwinparkcaliforniacodeofordinan?f=templates\\$fn=default.htm\\$3.0\\$vid=amlegal:baldwinpark_ca](http://www.amlegal.com/nxt/gateway.dll/California/baldwin/cityofbaldwinparkcaliforniacodeofordinan?f=templates$fn=default.htm$3.0$vid=amlegal:baldwinpark_ca)>.

Population and Housing

| <i>Issues (and Supporting Information Sources):</i> | <i>Potentially Significant Impact</i> | <i>Less Than Significant with Mitigation Incorporation</i> | <i>Less Than Significant Impact</i> | <i>No Impact</i> |
|---|---------------------------------------|--|-------------------------------------|-------------------------------------|
| 13. 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 type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

Discussion

- a) **Potentially significant impact.** The proposed infill development and redevelopment that would occur from implementation of the Specific Plan would include a mix of residential, commercial, office, and civic uses. The proposed Specific Plan would widen/extend bicycle lanes and pedestrian walkways along roads. Implementation of the proposed Specific Plan would induce population growth in the area by providing 833 additional residential units and 289,135 additional square feet of commercial space within the area. Therefore, this issue will be discussed further in the EIR.
- b, c) **No impact.** The proposed Specific Plan would not result in the displacement of substantial number of existing housing, nor would it result in the displacement of substantial numbers of people. The proposed Specific Plan provides for infill development and redevelopment would include a mix of residential, commercial, office, and civic uses. Build out of the Specific Plan would provide 833 additional residential units within the area. Development projects pursuant to the proposed Specific Plan may result in temporary displacement of residents during construction activities. However, development projects would occur sporadically at a parcel by parcel project level, the potential displacement of persons residing on an infill or redevelopment parcel would be short-term, and the project would result in a greater number of residential units to house residents of the area. Therefore, impacts related to displacement of housing or persons that would require replacement housing elsewhere would not occur, and this issue will not be further evaluated in the EIR.

Public Services

| <i>Issues (and Supporting Information Sources):</i> | <i>Potentially Significant Impact</i> | <i>Less Than Significant with Mitigation Incorporation</i> | <i>Less Than Significant Impact</i> | <i>No Impact</i> |
|--|---------------------------------------|--|-------------------------------------|--------------------------|
| 14. PUBLIC SERVICES — Would the project: | | | | |
| a) Result in substantial adverse physical impacts associated with the provision of, or the need for, new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the following public services: | | | | |
| i) Fire protection? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| ii) Police protection? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| iii) Schools? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| iv) Parks? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| v) Other public facilities? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

Discussion

a.i-v) **Potentially significant impact.** The proposed Specific Plan would result in redevelopment and infill development would increase the residential and commercial populations in the Specific Plan area that would result in increased demands for public services and facilities and could, therefore, have the potential to result in a significant impact on the need for new or altered fire, police, recreation or other public facilities. Future development within the Specific Plan area would incrementally increase the need for these services as the proposed Specific Plan would introduce new development to the area and increase density in the Specific Plan area. The project’s impact on public services will be analyzed in the EIR.

Recreation

| <i>Issues (and Supporting Information Sources):</i> | <i>Potentially Significant Impact</i> | <i>Less Than Significant with Mitigation Incorporation</i> | <i>Less Than Significant Impact</i> | <i>No Impact</i> |
|--|---------------------------------------|--|-------------------------------------|--------------------------|
| 15. RECREATION — Would the project: | | | | |
| a) Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facilities would occur or be accelerated? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| b) Include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

Discussion

- a,b) **Potentially significant impact.** An increase in population and population density from new proposed residential and commercial uses would increase the use of existing neighborhood and regional parks or other recreation facilities, which could require the construction or expansion of recreation facilities as compared to existing conditions. In addition, the proposed Specific Plan includes pedestrian and bicycle facilities that would be constructed, and as described throughout this Initial Study, could have an adverse effect on the environment. Construction and operation of the new recreational facilities that would be implemented by the proposed Specific Plan will be evaluated in the EIR.

Transportation and Traffic

| <i>Issues (and Supporting Information Sources):</i> | <i>Potentially Significant Impact</i> | <i>Less Than Significant with Mitigation Incorporation</i> | <i>Less Than Significant Impact</i> | <i>No Impact</i> |
|---|---------------------------------------|--|-------------------------------------|-------------------------------------|
| 16. TRANSPORTATION AND TRAFFIC — | | | | |
| Would the project: | | | | |
| a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| b) Conflict with an applicable congestion management program, including, but not limited to, level of service standards and travel demand measures, or other standards 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"/> |
| 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) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

Discussion

- a,b) **Potentially significant impact.** The proposed Specific Plan would implement widening of bicycle lanes and pedestrian walkways, narrowing of vehicle lanes, reorienting of intersection angles, and expansion of bicycle parking, which has the potential to temporarily impact traffic patterns. In addition, traffic generated by new uses and increased intensity of existing uses associated with the proposed Specific Plan could

potentially have a significant impact on area roadways, including the potential for conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system. Therefore, potential impacts related to performance of the roadway system in relation to applicable policies and ordinances will be evaluated in the EIR.

- c) **No impact.** The closest airport to the Specific Plan area is El Monte Airport, located approximately four miles west of Baldwin Park; the proposed Specific Plan area is not located within two miles of an airport nor is it located within an airport approach zone. The proposed Specific Plan components would not result in changes to air traffic patterns or a change in air traffic locations. Therefore, there would be no impact.
- d) **Less than significant impact.** The Specific Plan proposes to redesign some intersections to slow traffic speed, thereby increasing pedestrian and vehicle safety. All development within the Specific Plan would be required to be consistent with City street, sidewalk and public place design standards (outlined in Chapter 97 of the City Municipal Code). In addition, the proposed uses within the Specific Plan would be compatible with the surrounding uses. Less than significant impacts are anticipated as a result of the proposed Specific Plan.
- e) **Less than significant impact.** The proposed Specific Plan would involve the reconfiguration of roadways and driveways to commercial properties, and would require the presence of construction equipment and materials adjacent to roadways. During operation, it is required that the design of newly configured roadways would allow adequate emergency access to be provided per City requirements. The changes to roadway patterns and driveways within the Specific Plan area would require construction permits from the City's Public Works Department, which would not allow development activities to result in potential impacts related to emergency access. As a result, impacts would be less than significant.
- f) **No impact.** The proposed Specific Plan itself is based on the encouragement of TOD. Therefore, the development of the proposed components within the Specific Plan area would support alternative transportation, and would be consistent with and further adopted policies, plans, and programs supporting alternative transportation (e.g., bus turnouts, bicycle racks). Impacts would be less than significant, and this issue requires no further analysis in the EIR.

Utilities and Service Systems

| <i>Issues (and Supporting Information Sources):</i> | <i>Potentially Significant Impact</i> | <i>Less Than Significant with Mitigation Incorporation</i> | <i>Less Than Significant Impact</i> | <i>No Impact</i> |
|--|---------------------------------------|--|-------------------------------------|--------------------------|
| 17. UTILITIES AND SERVICE SYSTEMS — | | | | |
| Would the project: | | | | |
| a) Conflict with wastewater treatment requirements of the applicable Regional Water Quality Control Board? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input 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 checked="" type="checkbox"/> | <input type="checkbox"/> | <input 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 checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 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 that would 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 checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

Discussion

- a–g) **Potentially significant impact.** The proposed Specific Plan would provide for redevelopment and infill development that would increase demand for utilities. This increase in demand has the potential to exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board, may require the expansion of water or wastewater treatment facilities, may require the construction of new storm water drainage facilities, may impact water supplies from existing entitlements and resources, or could exceed landfill capacity. Any deficiencies in the Specific Plan area of utilities and service systems may result in significant impacts on the environment.

Mandatory Findings of Significance

| <i>Issues (and Supporting Information Sources):</i> | <i>Potentially Significant Impact</i> | <i>Less Than Significant with Mitigation Incorporation</i> | <i>Less Than Significant Impact</i> | <i>No Impact</i> |
|--|---------------------------------------|--|-------------------------------------|--------------------------|
| 18. MANDATORY FINDINGS OF SIGNIFICANCE — | | | | |
| Would the project: | | | | |
| a) 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 checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| b) Have impacts that are individually limited, but cumulatively considerable? (“Cumulatively considerable” means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| c) Have environmental effects that would cause substantial adverse effects on human beings, either directly or indirectly? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

Discussion

- a) **Potentially significant impact.** Based on evaluations and discussions contained in this Initial Study, the proposed Specific Plan may have a significant potential to degrade the quality of the environment, including potential impacts to biological and cultural resources. Additional information is required to determine whether the proposed Specific Plan would result in significant impact on the environment.
- b,c) **Potentially significant impact.** Based on evaluations and discussions contained in this Initial Study, the proposed Specific Plan may have impacts that are cumulatively considerable as a result of incremental effects of the project in addition to the effects of past, current, and probable future projects. These potential impacts could cause an adverse effect on human beings, either directly or indirectly.