CITY OF BALDWIN PARK DOWNTOWN TRANSIT-ORIENTED DEVELOPMENT (TOD) SPECIFIC PLAN PROJECT

Draft Environmental Impact Report (EIR)
State Clearinghouse No. 2014121098

Prepared for
City of Baldwin Park
Community Development
Department

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Acronyms

ACMs	Asbestos-containing materials
ADOE	Archaeological Determination of Eligibility list
ADT	average daily traffic
AFY	acre-feet per year
ANSI	American National Standards Institute
AQMP	air quality management plan
AR4	Fourth Assessment Report
ARC	Arts and Recreation Center
ASHRAE	Society of Heating , Refrigerating and Air Conditioning Engineers
ASTs	aboveground storage tanks
B.P.	Before Present
BAAQMD	Bay Area Air Quality Management District
BMPs	best management practices
BPPD	Baldwin Park Police Department
BPUSD	Baldwin Park Unified School District
CAA	Clean Air Act
Cal/EPA	California Environmental Protection Agency
Cal/OSHA	California Division of Occupational Safety and Health
CARB	California Air Resources Board
CASQA	California Stormwater Quality Association
CAT	Climate Action Team
CCAR	California Climate Action Registry
CCAT	California Climate Action Team
CCR	California Code of Regulations
CDMMP	Construction and Demolition Materials Management Plan
CEQA	California Environmental Quality Act
CERCLA	Environmental Response, Compensation, and Liability Act
CERCLIS	Comprehensive Environmental Response, Compensation and Liability Information System
CERS	California Environmental Reporting System
CFR	Code of Federal Regulations
CH4	methane
CHHSLs	California Human Health Screening Levels
CHL	California Historical Landmarks
CHLs	California Historical Landmarks
CHRIS	California Historical Resources Information System
CMP	Congestion Management Program
CNEL	Community Noise Equivalent Level
CO	carbon monoxide
CO2	carbon dioxide
CPHI	California Points of Historical Interest list
CRHR	California Register of Historical Resources
CUPA	Certified Unified Program Agency
CUWMPA	California Urban Water Management Planning Act
CWA	Clean Water Act
DHS	Department of Health Services
DOT	Department Of Transportation
DTSC	Department of Toxic Substances Control
DWR	Department of Water Resources
EDR	Environmental Data Resources, Inc.

EIR	Environmental Impact Report
EPA	Environmental Protection Agency
ERNS	Emergency Response Notification System
ESA	environmentally sensitive area
FTA	Federal Transit Administration's
GHG	greenhouse gas
GRIP	Groundwater Reliability Improvement Program
GWPs	global warming potentials
HAPs	hazardous air pollutants
HFCs	hydrofluorocarbons
HMBP	Hazardous Materials Business Plan
HRS	Hazard Ranking System
HUD	Housing and Urban Development
HVAC	Heating, ventilating, and air conditioning
I-10	Interstate-10
I-210	Interstate-210
I-605	Interstate 605
IPCC	Intergovernmental Panel on Climate Change
LACFD	Los Angeles County Fire Department
LACSD	Los Angeles County Sanitation District
LADPW	Los Angeles County Department of Public Works
LAEDC	Los Angeles County Economic Development Corporation
LARWQCB	Los Angeles Regional Water Quality Control Board
LCFS	low carbon fuel standard
LID	Low Impact Development
LOS	Level of Service
LSTs	localized significance thresholds
LUST	leaking underground storage tank
MACT	Maximum Achievable Control Technology
MEP	maximum extent practicable
MERV	minimum efficiency reporting value
MMT	million metric tons
MPO	Metropolitan Planning Organization
MPOs	metropolitan planning organizations
MSGBW	Main San Gabriel Basin Watermaster
MT	metric ton
MTA	Metropolitan Transportation Authority
MU-1	Mixed Use
MWD	Metropolitan Water District
N2O	nitrous oxide
NAAQS	National Ambient Air Quality Standards
NAHC	Native American Heritage Commission
NALs	numeric action levels
NDMA	N-nitrosodimethylamine
NFRAP	No Further Remedial Action Planned
NH3	ammonia
NHM	Natural History Museum
NHPA	National Historic Preservation Act
NO	nitric oxide
NO2	nitrogen dioxide
NOP	Notice of Preparation
NPDES	National Pollutant Discharge Elimination System

NPL	National Priorities List
NRHP	National Register of Historic Places
O3	ozone
OES	Office of Emergency Services
OPR	Office of Planning and Research
OSHA	Occupational Safety and Health Administration
OSWER	Office of Solid Waste and Emergency Response
PCBs	polychlorinated biphenyls
PCE	perchloroethylene
PFCs	perfluorocarbons
PHI	Points of Historical Interest
PM10	Respirable Particulate Matter
PM2.5	Fine Particulate Matter
PPCTM	Public Protection Classification
PPV	peak particle velocity
PVC	polyvinyl chloride
RCP	Reinforced Concrete Pipes
RCPG	Regional Comprehensive Plan and Guide
RCRA	Resource Conservation and Recovery Act
RHNA	Regional Housing Needs Assessment
RMS	root mean square
ROGs	reactive organic gases
ROW	right-of-way
ROWD	report of waste discharge
RTIP	Regional Transportation Improvement Program
RTP	Regional Transportation Plan
RTP/SCS	Regional Transportation Plan and Sustainable Communities Strategy
RWQCB	Regional Water Quality Control Board's
SAR	Second Assessment Report
SARA	Superfund Amendments and Reauthorization Act
SB	Senate Bill
SCAB	South Coast Air Basin
SCAG	Southern California Association of Governments
SCAQMD	South Coast Air Quality Management District
SCCIC	South Central Coastal Information Center
SCCIC	South Central Coastal Information Center
SCS	sustainable communities strategies
SF6	sulfur hexafluoride
SIC	Standard Industrial Classification
SIP	State Implementation Plan
SJCWRP	Water Reclamation Plant (WRP)
SLF	Sacred Lands Files
SO2	sulfur dioxide
SO3	sulfur trioxide
SO4	sulfates
SPCC	Spill Prevention Control and Countermeasure Plan
SRA	Source Receptor Area
SVP	Society of Vertebrate Paleontology
SWPPP	Storm Water Pollution Prevention Plan
SWRCB	State Water Resources Control Board
TACs	toxic air contaminants
TCE	trichloroethene

TDM	Transportation Demand Management
TMDLs	Total Maximum Daily Loads
TOD	Transit-Oriented Design
TSCA	Toxic Substances Control Act
UNFCCC	United Nations Framework Convention on Climate Change
UPRR	Union Pacific Railroad
USEPA	U.S. Environmental Protection Agency
USTs	underground storage tanks
UWMP	Urban Water Management Plan
V/C	volume-to-capacity
VCP	Vitrified Clay Pipe
VCWD	Valley County Water District
VM	Volume
VMT	vehicle miles travelled
VOCs	volatile organic compounds
WPA	Works Progress Administration
WQBELs	water-quality based effluent limitations
WRP	Water Reclamation Plant
WWII	World War II

EXECUTIVE SUMMARY

ES.1 Introduction

This Executive Summary provides a brief summary of the Baldwin Park Downtown TOD Specific Plan Project Draft Environmental Impact Report (EIR). This summary outlines the project description, the potential impacts of the proposed Specific Plan, and proposed alternatives to the proposed Specific Plan. This summary also provides a summary table of all potential impacts and mitigation measures identified in this EIR.

ES.2 Project Description

With the adoption of the Baldwin Park 2020 General Plan in 2002 and recent zoning code update, the City re-established its commitment to a pedestrian core for the Downtown, as well as a new Mixed-Use General Plan land use designation for this area. The proposed Specific Plan has been developed with the overarching intent of introducing a transit-oriented development pattern to the 115 acre Specific Plan area. The 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 is intended to provide opportunities to build on the City's unique historic and cultural characteristics to enhance the Downtown core; take advantage of the location of the Metrolink Station and access to regional transit; create a strong community identity and sense of place; provide new employment, housing and shopping opportunities; and strengthen the City's tax base. Opportunities exist within walking distance of the Metrolink Station to provide for infill development and adaptive reuse of existing under-utilized structures to better serve the transit-oriented Downtown area and generate new investment. The proposed Specific Plan is intended to guide future development of mixed uses in a walkable environment, streamline the development process, and serve as an incentive for economic development. **Table ES-1** shows the change in development capacity that would result from build out of the proposed Specific Plan.

TABLE ES-1
CHANGE IN DEVELOPMENT CAPACITY

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

SOURCE: The Arroyo Group, 2014.

ES.3 Environmental Impacts and Mitigation Measures

The potential environmental impacts of the project are summarized in Table ES-2 at the end of this section. This table lists impacts and mitigation measures in three major categories: significant impacts that would remain significant even with mitigation, significant impacts that could be mitigated to a level of less-than-significant, and impacts that would not be significant. For each significant impact, the table includes a summary of the mitigation measure(s) and an indication of whether the impact would be mitigated to a less-than-significant level.

ES.4 Alternatives

The California Environmental Quality Act (CEQA) requires that a reasonable range of project alternatives be discussed in an EIR. This EIR identifies and analyzes such a reasonable range of alternatives, identifies the environmental effects of each alternative, and compares environmental effects of each alternative with the effects of the proposed Specific Plan project. The alternatives consist of the following:

Alternative 1: No Project Alternative (Build Out According to Existing Zoning)

Under Alternative 1, the Baldwin Park Downtown TOD Specific Plan would not be approved and no associated components identified under the proposed Specific Plan would be implemented. This alternative would not include development of a new Arts Park across from City Hall or provide the circulation or streetscape changes that would occur by under the proposed Specific Plan. Pursuant to the existing General Plan and zoning, some intensification of development and some new mixed use uses would occur, but the resulting development of new land uses under this alternative would be less than build out of the proposed Specific Plan. The No Project alternative would result in a total of 603 residential units and 1,149,222 square feet of non-residential development at build out; which is 331 fewer residential units and 26,451 fewer square feet of non-residential space than build out of the proposed Specific Plan.

Alternative 2: Reduced Specific Plan Area Alternative

Alternative 2, the Reduced Specific Plan Area Alternative, would include a smaller Specific Plan area. Under this alternative the Specific Plan area would be reduced by a total of 20.48 acres, from 115 acres to 94.52 acres. The Industrial Commercial area in the northeastern portion of the Specific Plan area that is proposed for continued Industrial Commercial uses would not be included in the Reduced Specific Plan Area Alternative because industrial related land uses are not consistent with residential mixed uses, which are the preferred land uses within a TOD. In addition, the Reduced Specific Plan Area Alternative would not include the proposed residential uses within 500 feet of the Metrolink rail line and station that would be designated for additional residential uses by the proposed Specific Plan. The non-residential uses included in the proposed Specific Plan that are within 500 feet of the Metrolink line would be developed consistent with the proposed Specific Plan. Like the proposed Specific Plan, the Reduced Specific Plan Area Alternative would provide an Art's Park, active storefronts, pedestrian nodes with amenities such as street furniture, and lighting. In addition, this alternative would implement all of the circulation improvements that are proposed as part of the Specific Plan. This alternative would result in 130 fewer residential units and 27,217 less non-residential square footage at build out compared to the proposed Specific Plan.

Alternative 3: Reduced Development Alternative

Alternative 3, the Reduced Development Alternative, would reduce the overall increase in maximum development allowed under the proposed Specific Plan by 25 percent. This alternative was selected for analysis because a reduced development could avoid or lessen the significant impacts associated with the project, while meeting the objectives of the project. As described in Section 2.0, *Project Description*, build out of the proposed Specific Plan would result in an increase of 833 residential units and 289,135 square feet of non-residential development. The Reduced Development Alternative would provide an Arts Park, active storefronts, pedestrian nodes with amenities such as street furniture, and lighting; in addition, to all of the circulation improvements that would be implemented by the Specific Plan. Alternative 3 would develop 208 fewer residential units and 72,284 less square feet of non-residential space than the proposed Specific Plan.

Environmentally Superior Alternative

Chapter 4, *Alternatives*, compares the environmental impacts of the alternatives relative to the proposed Specific Plan. None of the alternatives would reduce the significant and unavoidable construction related air quality and noise impacts of the proposed Specific Plan to less than significant, although significant impacts would likely be reduced in degree under both Alternatives 2 and 3 because less development would occur under each alternative. Alternative 3, the Reduced Development Alternative, would result in reduced level of impacts to a greater extent because it represents the least amount of development spread over a larger area than Alternative 2, the Reduced Specific Plan Area Alternative or the proposed Specific Plan. Compared to the project and the alternatives analyzed in this EIR, the Reduced Development Alternative is considered the environmentally superior alternative because it would reduce

project-related impacts for eight environmental issue areas and achieve the majority of project objectives.

However, as described above, Alternative 3, the Reduced Development Alternative would not achieve the objectives of the Specific Plan to the same degree as the proposed Specific Plan. The reduced density and less mixed use development near the near the Metrolink Station compared to the proposed Specific Plan, would not maximize the potential for TOD development within the Downtown area and would be less consistent with the SCAG policies that encourage maximizing opportunities related to TOD and less dependence on the automobile. The objectives of the proposed Specific Plan including increasing housing densities and commercial/retail employment generating uses within walking distance of the Metrolink Station. The Reduced Development Alternative would implement that objective; however, to a lesser degree than the proposed Specific Plan.

TABLE ES-2
SUMMARY OF IMPACTS AND MITIGATION MEASURES

Impacts	Mitigation Measures	Significance after Mitigation
Asthetics		
3.1.1: Have a substantial adverse effect on a scenic vista.	None required	
3.1.2: Substantially degrade the existing visual character or quality of the site and its surroundings.	None required	
3.1.3: Create a new source of substantial light or glare that could adversely affect day or nighttime views of the area.	None required	
3.1.4: Cumulative aesthetics impacts.	None required	
Air Quality		
3.2.1: Conflict with or obstruct implementation of the applicable air quality plan.	None required	
3.2.2: Violate any regional air quality standard or contribute substantially to an existing or projected air quality violation.	**AIR-1:** The City shall ensure that project approvals within the Specific Plan area require that all on-site vehicles and equipment with horsepower greater than 500 shall meet, at minimum, USEPA Tier IV interim engine certification requirements. If Tier IV interim equipment is not available, the contractor may apply other available technologies available for construction equipment such that it would achieve a comparable reduction in NOx and PM emissions comparable to that of Tier IV construction equipment. Where alternatives to USEPA Tier IV are utilized, the contractor shall be required to show evidence to the City that these alternative technologies would achieve comparable emissions reductions. Certifications or alternative reduction strategies shall be required prior to receiving a construction permit. **AIR-2:** The City shall ensure that project approvals within the Specific Plan area require that all active construction areas shall be watered at least four times daily to reduce fugitive dust emissions from grading, excavation, and other ground preparation. Water shall be sufficient to prevent airborne dust from leaving the site. Increase watering frequency may be necessary whenever wind speeds exceed 15 miles per hour. Reclaimed water shall be used whenever possible.	Impacts related to construction would be significant and unavoidable.
3.2.3: Result in a cumulative considerable net increase of any criteria pollutant for which the Project region is nonattainment under an applicable federal or station ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors).	**Mitigation Measures AIR-1 and AIR-2** shall be implemented to reduce cumulative construction related air quality impacts.	Impacts related to construction would be cumulatively considerable.

TABLE ES-2 (continued)
SUMMARY OF IMPACTS AND MITIGATION MEASURES FOR THE BALDWIN PARK DOWNTOWN PROJECT DRAFT MEIR

Impacts	Mitigation Measures	Significance after Mitigation
3.2.4: Expose sensitive receptors to substantial pollutant concentrations, including increased levels of TACs/	**AIR-3:** The City shall ensure that project approvals within the Specific Plan area require that any new sources of TAC emissions that are proposed t be located within 300 feet of existing sensitive receptors shall implement all available best management practices and control technologies to reduce emissions to below regulator thresholds that exist at the time of construction. Compliance with this requirement shall be confirmed through generation of a health risk assessment that demonstrates the emissions levels and risks to nearby receptors are less than 10 in one million increase in cancer risk, and less than 1 for non-cancer risk, unless thresholds are superseded by more current SCAQMD thresholds. Health risk assessments shall be submitted to the City Planning Division for review and approval prior to beginning of construction. **AIR-4:** The City shall ensure that project approvals within the Specific Plan area require that any sensitive uses proposed to be located within 500 feet of the Metrolink tracks shall be equipped with a filtered air supply system to maintain units under positive pressure when windows are closed. The ventilation system, whether a central HVAC (heating, ventilation, and air conditioning) or a unit-by-unit filtration system, shall include high efficiency filters meeting minimum efficiency reporting value (MERV)^{o}13, per American Society of Heating , Refrigerating and Air Conditioning Engineers (ASHRAE) Standard 52.2 (equivalent to approximately ASHRAE Standard 52.1 Dust Spot 85%). The efficiency rating of the filtration system shall be determined based on a health risk assessment conducted for the proposed development, such that cancer and non-cancer risks are reduced to a 10 in one million increase in cancer risk, and less than 1 for non-cancer risk, unless thresholds are superseded by more current SCAQMD threshold. Air intake systems for HVAC shall be placed based on exposure modeling to minimize roadway air pollution sources. The ventilation system shall be designed by an engineer certified by ASHRAE, who shall provide a written report documenting that the system offers the best available technology to minimize outdoor to indoor transmission of air pollution. Disclosure to the occupants (buyers and renters) within a 500-foot radius shall be required regarding the proximity of Metrolink tracks, the occurrence of diesel emissions from Metrolink trains, and the potential increased cancer and non-cancer risks associated with the development location.	Less than Significant
3.2.5: Cumulative air quality impacts.	**Mitigation Measures AIR-1 and AIR-2** shall be implemented to reduce cumulative construction related air quality impacts.	Impacts related to construction would be cumulatively considerable.

TABLE ES-2 (continued)
SUMMARY OF IMPACTS AND MITIGATION MEASURES FOR THE BALDWIN PARK DOWNTOWN PROJECT DRAFT MEIR

Impacts	Mitigation Measures	Significance after Mitigation
Cultural Resources		
Impact 3.3.1: Cause a substantial adverse change in the significant of historical resources as defined in Section 15064.5.	None required	
Impact 3.3.2: Cause a substantial adverse change in the significance of an archaeological resource.	**CUL-1:** During project-level construction, should subsurface archaeological resources should be discovered, all activity in the vicinity of the find shall stop and a qualified archaeologist shall be contracted to assess the significance of the find according to CEQA Guidelines Section 15064.5 Excavation or disturbance may continue in other areas of the project site that are not reasonably suspected to overlie adjacent or additional archaeological resources. If any find is determined to be significant, the archaeologist shall determine, in consultation with the implementing agency and any local Native American groups expressing interest, appropriate avoidance measures or other appropriate mitigation. Per CEQA Guidelines Section 15123.4(b)(3), preservation in place shall be the preferred means to avoid impacts to archaeological resources qualifying as historical resources. Consistent with CEQA Guidelines Section 15126.4(b)(3)(C), if it is demonstrated that resources cannot be avoided, the qualified archaeologist shall develop additional treatment measure, such as data recovery or other appropriate measures, in consultation with the implementing agency and any local Native American representatives expressing interest in prehistoric or tribal resources. If an archaeological site does not qualify as an historical resource but meets the criteria for a unique archaeological resource as defined in Section 21083.2, then the site shall be treated in accordance with the provisions of Section 21083.2.	Less than Significant
Impact 3.3.3: Implementation of the Specific Plan could direct or indirectly destroy a unique paleontological resource or site or unique geologic feature.	**CUL-2:** In the event that paleontological resources are encountered during the course of project development, all construction activity must temporarily cease in the affected area (s) until the uncovered fossils are properly assessed by a qualified paleontologist and subsequent recommendations for appropriate documentation and conservation are evaluated by the Lead Agency. Excavation or disturbance may continue in other areas of the Specific Plan area that are not reasonably suspected to overlie adjacent or additional paleontological resources.	Less than Significant
Impact 3.3.4: Implementation of the project could disturb human remains, including those interred outside of formal cemeteries.	None required	
Impact 3.3.5: Cumulative cultural resource impacts	None required	

TABLE ES-2 (continued)
SUMMARY OF IMPACTS AND MITIGATION MEASURES FOR THE BALDWIN PARK DOWNTOWN PROJECT DRAFT MEIR

Impacts	Mitigation Measures	Significance after Mitigation
Greenhouse Gas Emissions		
3.4.1: Generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment.	None required	
3.4.2: Conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of GHGs.	None required	
3.4.3: Cumulative greenhouse gas emissions impact.	None required	
Hazards and Hazardous Materials		
3.5.1: Significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials.	None required	
3.5.2: Create a significant hazard to the public or the environment through reasonable foreseeable upset and accident conditions involving the release of hazardous materials into the environment.	None required	
3.5.3: Result in the handling of hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school.	None required	
3.5.4: Project area and individual sites within the project area are included on a list of hazardous materials compile pursuant Government Code Section 65962.5.	None required	
3.5.7: Proposed Specific Plan would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan.	None required	
3.5.8: Cumulative hazards and hazardous materials impact.	None required	
Hydrology and Water Quality		
3.6.1: Violate water quality standards or waste discharge requirements.	None required	
3.6.2: 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 (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).	None required	

TABLE ES-2 (continued)
SUMMARY OF IMPACTS AND MITIGATION MEASURES FOR THE BALDWIN PARK DOWNTOWN PROJECT DRAFT MEIR

Impacts	Mitigation Measures	Significance after Mitigation
3.6.3: Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner that would result in substantial erosion or siltation on- or off site.	None required	
3.6.4: Substantially degrade water quality.	None required	
3.6.5: Cumulative hydrology and water quality impacts.	None required	
Land Use and Planning		
3.7.1: Physically divide an established community	None required	
3.7.2: Conflict with any applicable land use plan, policy or regulation of an agency with jurisdiction over the proposed 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.	None required	
3.7.3: Cumulative land use and planning impact.	None required	
Noise		
3.8.1: Expose persons to, or generate, noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies.	**NOI-1:** City shall ensure that each development project that includes residential uses within 500 feet of the Metrolink station meets the City's interior noise standards of 45 dBA CNEL and exterior standards per zoning designation, as provided by the City of Baldwin Park Municipal Code, Section 153.140.070. Upon receipt of a development application that includes residential uses within 500 feet of the Metrolink station, the City Planning Division shall conduct a review of noise generation in the proposed development area and project features to be included to reduce noise levels to meet the City's Municipal Code requirements. Measures that can be taken may include, but are not limited to, the erection of noise walls, glass noise barriers, double pane windows, insulated doors, roofing, and siding, and landscaping.	Less than Significant
3.8.2: Expose persons to, or generate, excessive ground-borne vibration or ground-borne noise levels.	**NOI-2:** Approval of development permits shall ensure that the operation of construction equipment that generates high-levels of vibration, such as large bulldozers, loaded trucks, and caisson drills, shall be prohibited within 45 feet of existing residential structures and 35 feet of institutional structures during construction of the various new developments in the Specific Plan area. Instead, small rubber-tired bulldozers shall be used within this area during demolition and/or grading operations to reduce vibration effects.	

TABLE ES-2 (continued)
SUMMARY OF IMPACTS AND MITIGATION MEASURES FOR THE BALDWIN PARK DOWNTOWN PROJECT DRAFT MEIR

Impacts	Mitigation Measures	Significance after Mitigation
	NOI-3: Approval of development permits shall ensure that the operation of jackhammers shall be prohibited within 25 feet of existing residential structures and 20 feet of institutional structures during construction activities associated with the various new developments proposed in the Specific Plan area. **NOI-4:** Approval of development permits shall ensure that where a new development would be constructed adjacent to an existing historic building within the Specific Plan area, the project developer shall require by contract specifications that a certified structural engineer be retained to submit evidence that the operation of vibration-generating equipment associated with the new development would not result in any structural damage to the adjacent historic building. Contract specifications shall be included in the construction documents for the new development, which shall be reviewed by the City prior to issuance of a construction permit. **NOI-5**: Prior to City approval of developments including residential uses within the Specific Plan area that are located within 150 feet of the Metrolink line, the applicant shall be required to provide evidence to the City Planning Division that the residential uses of the mixed-use development would not be exposed to vibration levels exceeding 75 Vdb (0.02 in /sec PPV) from the Metrolink tracks. Where this vibration criteria is exceeded for a mixed-use development, the applicant must implement measures to reduce the vibration levels to below 75 VdB, which may include, but is not limited to, the design of adequate setback distances.	
3.8.3: Result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project.	None required	

TABLE ES-2 (continued)
SUMMARY OF IMPACTS AND MITIGATION MEASURES FOR THE BALDWIN PARK DOWNTOWN PROJECT DRAFT MEIR

Impacts	Mitigation Measures	Significance after Mitigation
3.8.4: Result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project.	**NOI-6:** The City shall ensure that project approvals within the Specific Plan area state that equipment and trucks used for project construction shall utilize the best available noise control techniques (e.g., improved mufflers, equipment redesign, use of intake silencers, ducts, engine enclosures and acoustically-attenuating shields or shrouds). This shall be implemented through conduction of a preconstruction meeting between the City's job inspector(s) and the general contractor or onsite project manager to confirm that noise and vibration mitigation and practices (including construction hours, sound mufflers on equipment, neighborhood notification, posted signs, etc.) are implemented. In addition, the City shall ensure that project approvals within the Specific Plan area require project applicants to designate a construction relations officer to enforce the construction noise minimization measures and serve as a liaison with surrounding residents and property owners and be responsible for responding to any concerns regarding construction noise and vibration. The liaison's telephone number(s) shall be prominently displayed at construction locations. **NOI-7:** The City shall ensure that project approvals within the Specific Plan area include design measures to reduce the construction noise levels, which may include, but are not limited to, locating stationary construction equipment and construction staging as far from adjacent receptors as possible, muffling noisy activities with an enclosed temporary sheds, incorporating noise barriers/curtains, reduction in the amount of equipment that would operate concurrently at the development site, or other similar measures. **NOI-8:** The City shall ensure that project approvals within the Specific Plan area require that the use of construction equipment or construction methods with the greatest peak noise generation potential shall be minimized. Examples include the use of drills and jackhammers. When impact tools (e.g., jack hammers, pavement breakers, and caisson drills) are necessary, they shall be hydraulically or electrically powered wherever possible to avoid noise associated with compressed air exhaust from pneumatically powered tools. Where use of pneumatic tools is unavoidable, an exhaust muffler on the compressed air exhaust shall be used; this muffler can lower noise levels from the exhaust by up to about 10 dBA. External jackets on the tools themselves shall be used where feasible; this could achieve a reduction of 5 dBA. Quieter procedures, such as use of drills rather than impact tools, shall be used whenever feasible.	Impacts related to construction would be significant and unavoidable.

TABLE ES-2 (continued)
SUMMARY OF IMPACTS AND MITIGATION MEASURES FOR THE BALDWIN PARK DOWNTOWN PROJECT DRAFT MEIR

Impacts	Mitigation Measures	Significance after Mitigation
	NOI-9: If pile-driving activity is determined to be required as part of the construction activities, then: • Pile driving and other extreme noise generating activities shall be limited to between 8:00 am and 4:00 pm, Monday through Friday; • Alternate "quiet" pile-driving technology (such as pre-drilling of piles, use of vibratory or hydraulic equipment instead of impact pile drivers, the use of more than one pile-driver to shorten the total pile driving duration) shall be implemented, where feasible, in consideration of geotechnical and structural requirements and conditions; and • Neighbors within 300 feet of project construction involving pile-driving shall be notified at least 30 days in advance of pile-driving activities about the estimated duration of the activity.	
3.8.5: Cumulative noise impacts.	None required	
Population and Housing		
3.9.1: 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 infrastructure).	None required	
3.9.2: Cumulative population and housing impacts.	None required	
Public Services		
3.10.1: Result in substantial adverse physical impacts associated with the provision of new or physically altered fire protection facilities or the need for new physically altered fire protection facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for the fire department.	None required	
3.10.2: Result in substantial adverse physical impacts associated with the provision of new or physically altered police protection facilities, need for new or physically altered police protection facilities , the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for the police department.	None required.	

TABLE ES-2 (continued)
SUMMARY OF IMPACTS AND MITIGATION MEASURES FOR THE BALDWIN PARK DOWNTOWN PROJECT DRAFT MEIR

Impacts	Mitigation Measures	Significance after Mitigation
3.10.3: Substantial adverse impacts associated with the provision of new school facilities or the need to physically alter existing school facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable performance objectives for the school district.	None required	
3.10.4: Substantial adverse physical impacts associated with the provision of new or physically altered parks and recreation facilities, or the need for new or physically altered parks and recreation facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable performance objectives for parks and recreation.	None required	
3.10.5: Cumulative public service impacts.	None required	
Traffic and Transportation		
3.11.1: The proposed project could conflict with an applicable plan, ordinance, or policy establishing measures of effectiveness for the performance of the circulation system, or could 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.	**TRAF-1:** Intersection No. 1: Ramona Boulevard & Maine Avenue. Restripe the eastbound and westbound approaches on Ramona Boulevard to add dedicated right-turn lanes within the existing curb-to-curb width of the roadway; all other lane configurations at the intersection would remain unchanged. This reconfiguration of the Ramona Boulevard approaches to the intersection would replace the bike lane configuration proposed in the Specific Plan for the length of the right turn lane. **TRAF-2:** Intersection No. 1: Convert Maine Avenue between Pacific Avenue and Sterling Way to a one way (westbound) only roadway. This shall be achieved by the relocating of Maine Avenue to be located along the rear of the commercial uses fronting on Ramona Boulevard between Pacific Avenue and Sterling Way. **TRAF-3:** Intersection No. 13: Ramona Boulevard & Baldwin Park Boulevard. Restripe the eastbound and westbound approaches on Ramona Boulevard to add dedicated right-turn lanes within the existing curb to-curb width of the roadway; all other lane configurations at the intersection would remain unchanged. This reconfiguration of the Ramona Boulevard approaches to the intersection would replace the bike lane configuration proposed in the Specific Plan for the length of the right turn lane.	Less than Significant
3.11.2: The proposed project could substantially increase hazards due to a design feature.	None required	
3.11.3: The proposed project could result in inadequate emergency access.	None required	

TABLE ES-2 (continued)
SUMMARY OF IMPACTS AND MITIGATION MEASURES FOR THE BALDWIN PARK DOWNTOWN PROJECT DRAFT MEIR

Impacts	Mitigation Measures	Significance after Mitigation
Utilities and Service Systems		
3.12.1: The proposed project could conflict with wastewater treatment requirements of the applicable Regional Water Quality Control Board.	None required	
3.12.2: The proposed project could 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.	None required	
3.12.3: The proposed project would be served from existing entitlements and resources, or would it require or result in new or expanded entitlements.	None required	
3.12.4: The proposed project could 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.	None required	
3.12.5: The proposed project could 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.	None required	
3.12.6: The proposed project could be served by a landfill with insufficient permitted capacity to accommodate the project's solid waste disposal needs.	None required	
3.12.7: The proposed project could not comply with federal, state, and local statutes and regulations related to solid waste.	None required	
3.12.8: Cumulative utility and service system impacts.	None required	

CHAPTER 1
Introduction

This Draft Environmental Impact Report (EIR) has been prepared by the City of Baldwin Park, California (City), pursuant to the applicable provisions of the California Environmental Quality Act (CEQA) and its implementing guidelines, known as the *CEQA Guidelines* (California Code of Regulations, Title 14, Chapter 3, Sections 15000-15387). The City of Baldwin Park is the Lead Agency for this EIR, which examines the potential physical impacts to the environment as a result of the proposed City of Baldwin Park Downtown Transit-Oriented Design (TOD) Specific Plan Project (the project) of an approximately 115-acre area that encompasses the Downtown Baldwin Park area in proximity to the Metrolink Station (the Specific Plan area). Please refer to Chapter 2, *Project Description* for a more detailed discussion of the Specific Plan area and its location.

This Draft EIR evaluates impacts that could result from implementation of the proposed Specific Plan as compared to existing conditions. CEQA requires that before a decision can be made to approve a project with potentially significant environmental impacts, an EIR must be prepared that fully describes the environmental impacts of the project and identifies feasible mitigation for significant impacts. The EIR is a public information document for use by governmental agencies and the public to identify and evaluate potential environmental consequences of a proposed project, to recommend mitigation measures to lessen or eliminate adverse impacts, and to examine feasible alternatives to the project. The information contained in this EIR is to be reviewed and considered by the governing agency prior to the ultimate decision to approve, disapprove, or modify the proposed project.

1.1 Purpose of an EIR

In accordance with *CEQA Guidelines* Section 15121(a), the purpose of an EIR is to serve as an informational document that will generally inform public agency decision makers and the public of the significant environmental effects of a project, and possible ways to minimize those significant effects. *CEQA Guidelines* Section 15151 contains the following standards for EIR adequacy:

> *"An EIR should be prepared with a sufficient degree of analysis to provide decision makers with information which enables them to make a decision which intelligently takes account of environmental consequences. An evaluation of the environmental effects of a proposed project need not be exhaustive, but the sufficiency of an EIR is to be reviewed in the light of what is reasonably feasible. Disagreement among experts does not make an EIR inadequate, but the EIR should summarize the main points of disagreement among the experts. The courts have*

looked not for perfection but for adequacy, completeness, and a good faith effort at full disclosure."

The purpose of this EIR is to provide an objective, full-disclosure document to inform agency decision makers and the general public of the direct and indirect environmental impacts of the proposed Specific Plan project, and related actions. This EIR is prepared in conformance with Section 15161 of the *CEQA Guidelines*, and the primary purpose of this EIR is to:

- Identify and evaluate potential environmental consequences of the proposed project.
- Assess cumulative impacts of the project in conjunction with related past, present, and reasonably foreseeable future projects within the area.
- Indicate the manner in which those environmental consequences can be mitigated or avoided.
- Define and analyze alternatives that have the potential to reduce or eliminate potentially significant impacts associated with the proposed project or non-clustered scenario.
- Identify impacts, if any, that even with the implementation of mitigation measures would be unavoidable and adverse.
- Provide documentation supporting these determinations.

In addition, an EIR must also identify and evaluate a reasonable range of alternatives to the project that have the potential to mitigate or avoid the project's potential significant environmental effects while feasibly accomplishing most of the project's basic objectives. Therefore, the purpose of an EIR (or any environmental document required under CEQA) is to focus the discussion on the project's potential effects on the environment.

The purpose of this EIR for the proposed Specific Plan is also to provide for streamlining of later environmental review of subsequent site-specific development projects undertaken pursuant to the Specific Plan. As described in Section 15175 of the *CEQA Guidelines*, plan level EIRs may form the basis for later decision making and may streamline the later environmental review of projects or approvals included within the project, plan or program. EIRs can be prepared for: (1) a project that consists of smaller individual projects that will be carried out in phases; (2) a general plan, general plan update, general plan element, general plan amendment, or specific plan; and/or (3) projects that will be carried out or approved pursuant to a development agreement. The proposed project includes, among other things, plans for infill development, a general plan amendment, a specific plan, and anticipates future infill development projects that may require a development agreement. Thus, CEQA requires, and this EIR includes an evaluation of cumulative impacts, growth inducing impacts, and irreversible significant effects on the environment of subsequent projects to the greatest extent feasible.

1.2 Project Overview

The proposed Specific Plan project envisions the revitalization of the 115-acre area that encompasses Downtown Baldwin Park and its immediate vicinity. With adoption of the *Baldwin*

Park 2020 General Plan in 2002 and the recent zoning code update, the City re-established its commitment to a pedestrian core for the Downtown, as well as a new *Mixed-Use* General Plan land use designation for the area. The proposed Specific Plan has been prepared to implement the General Plan by specifically addressing: the distribution, location, maximum development criteria, standards, regulations, and extent of land uses within the plan area; transportation, transit, parking, and infrastructure improvements that are necessary to implement the General Plan policies for a mixed use, TOD Downtown area. The General Plan also includes policies to include the development of outdoor cafes, flower sales, stalls, and kiosks, and other uses compatible with pedestrian activity, which are implemented by the proposed Specific Plan.

The Specific Plan area is within walking distance to a Metrolink station, and provides infill development opportunities for additional housing, retail, and other commercial development in a pedestrian- and TOD. The proposed Downtown TOD 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; which are identified as "Opportunity Sites". The Specific Plan proposes to rezone and amend General Plan land uses of specific parcels within the Specific Plan area with the intent of introducing a TOD pattern to the area. The build out of the land uses identified in the Specific Plan would result in development of 833 additional residential units and 289,135 square feet of non-residential space.

1.3 The CEQA EIR Process

In accordance with *CEQA Guidelines* Section15082, on December 31, 2014, the City of Baldwin Park issued a Notice of Preparation (NOP) and Initial Study, which was sent to the State Clearinghouse, Office of Planning and Research, responsible agencies, and other interested parties. The NOP and Initial Study circulated for approximately thirty days, until approximately February 5, 2015. The NOP requested those agencies with regulatory authority over any aspect of the proposed project to review the issues that would be addressed by the EIR and to identify any additional relevant environmental issues that should be addressed.

Comment letters were received by the City from seven agencies in response to the NOP. The NOP and responses to the NOP are included in this Draft EIR as Appendix A. A general summary of the areas of concern raised in these letters is provided in **Table 1.1.**

TABLE 1.1
TOPICS RAISED IN RESPONSE TO THE NOP

Comment/Date	Summary of Comment	Location of Discussion
Southern California Association of Governments February 5, 2015	The commenter states that Southern California Association of Governments (SCAG) is the designated Regional Transportation Agency and the clearinghouse for regionally significant projects, and reviews projects for consistency with local and regional plans. The commenter then provides a list of the 2012 Regional Transportation Plan and Sustainable Communities Strategy (RTP/SCS) Goals and Strategies that may be applicable to the proposed Specific Plan. In addition, the commenter provides the SCAG Regional Growth Forecast and recommends review of SCAG recommended mitigation measures from the 2012 RTP/SCS Final EIR.	EIR Section 3.13, *Transportation and Traffic* EIR Section 3.10, *Population and Housing*

TABLE 1.1
TOPICS RAISED IN RESPONSE TO THE NOP

Comment/Date	Summary of Comment	Location of Discussion
South Coast Air Quality Management District January 7, 2015	The commenter requested that a copy of the Draft EIR be forwarded to the South Coast Air Quality Management District (SCAQMD) upon completion, and to include all appendices or technical documents related to air quality and greenhouse gas analyses to ensure their review in a timely manner. The commenter recommended that the lead agency use the CEQA Air Quality Handbook as guidance for its air quality analysis, and that they use the CalEEMod land use emissions software. The commenter stated that all air quality impacts from all phases of the Project and all air pollutant sources related to the Project should be identified, including those for both construction and operation. The commenter stated that criteria pollutant emissions should be quantified and results should be compared to the SCAQMD recommended regional significance thresholds. Comparison of localized air quality impacts to local significance thresholds is also recommended. A mobile source health risk assessment should be performed should the Project generate or attract vehicular trips. Guidance on siting incompatible land uses can be found in California Air Resources Board's Air Quality and Land Use Handbook. The commenter lists several resources available to assist the Lead Agency with identifying possible mitigation measures for the Project. The commenter provides contact information for data retrieval.	EIR Section 3.2, *Air Quality*
Los Angeles County Metropolitan Transportation Authority (Metro) January 21, 2015	The commenter states that the project area includes a railroad right-of-way (ROW), and that trains operate 24 hours per day, seven days per week in the ROW, and that there shall be no encroachment into the ROW. The comment also states that the traffic impact analysis is required to include analysis regarding impacts to State of California Congestion Management Program (CMP) facilities. The comment provides guidelines for preparation of the CMP evaluation.	EIR Section 3.13, *Transportation and Traffic*
Metrolink February 3, 2015	The commenter states that Metrolink operates 38 passenger trains and the Union Pacific Railroad operates four freight trains daily through the project area, and that trains operate 24 hours per day, seven days per week. The comment also states that due to the proximity of the Specific Plan area to the tracks noise and visual impacts may be expected. In addition, the commenter states that TOD developments around the Metrolink Station is encouraged; however, the pedestrian and vehicle traffic generated by developments could impact safety at the rail crossing at Ramona Boulevard, and additional rail safety measures are recommend. Furthermore, the comment states that construction adjacent to the ROW would require an access agreement from Metrolink.	EIR Section 3.13, *Transportation and Traffic*
City of Azusa January 26, 2015	The comment states that the proposed project has no significant impact on the City of Azusa.	N/A
Suburban Water Systems January 12, 2015	The commenter stated to be advised that the proposed project is outside of Suburban's service area, and the purveyor has no facilities in the project area.	N/A
Los Angeles County Sanitation Districts	The commenter stated wastewater to be generated by the proposed project would be treated at the San Jose Creek Water Reclamation Plant, which as a design capacity of 100 mgd. The availability of sewer capacity would be determined on submission of a copy of the project's build out schedule to LACSD to ensure the project is considered for future planning.	

In addition, a Notice of Scoping Meeting was issued by the City of Baldwin Park on December 31, 2014. The public scoping meeting was held on January 14, 2015 at the Julia McNeill Senior Center, 4100 Baldwin Park Boulevard, Baldwin Park, California. The intent of the scoping meeting was to solicit written comments regarding which environmental issues should be evaluated in the EIR. A summary of the scoping meeting and comments received at the scoping meeting are included as Appendix A and Table 1.2.

TABLE 1.2
COMMENTS RAISED AT THE SCOPING MEETING

Summary of Comment	Location of Discussion
Commenters state that Baldwin Park's water needs already exceed aquifer limitations and water needs to meet demand. The ground water level is at its lowest point ever, and supply is decreasing. The commenters further state that any new development will require additional leased water at a higher price, and that water supply and service issues need to be addressed in the EIR.	EIR Section *3.7, Hydrology and Water Quality* EIR Section *3.14, Utilities*
The commenter stated that the traffic study needs to address where traffic will be diverted if a portion of Maine Avenue is closed.	EIR Section *3.13, Transportation and Traffic*
The commenter stated concern that the project may reduce lanes on northern portion of Maine Avenue.	EIR Section *3.13, Transportation and Traffic*
The commenter stated concern that as new development occurs in Downtown, people will have to park farther away from the use as the demand for parking increases. The commenter stated that parking needs to be managed so that people do not have to walk farther between the use and parking spaces.	EIR Section *3.13, Transportation and Traffic*

1.4 Public Review of the Draft EIR

The EIR will be circulated for review and comment by the public and other interested parties, agencies and organizations for 45 days in accordance with Section 15087 and Section 15105 of the *CEQA Guidelines*. During the 45-day review period, the Draft EIR will be available for public review at the project's website: http://baldwinpark.arroyogroup.com/ or the following locations:

City of Baldwin Park Community Development Department
14403 E. Pacific Avenue
Baldwin Park, CA 91706
Hours: 7:30 am through 6:00 pm, Monday through Thursday

Baldwin Park Library
4181 Baldwin Park Boulevard
Baldwin Park, CA 91706-3203
Phone: (626) 962-6947

Interested parties may provide written comments on the Draft EIR. Written comments should be addressed to:

Amy L. Harbin, AICP, City Planner
City of Baldwin Park
14403 E. Pacific Avenue
Baldwin Park, CA 91706
Email: AHarbin@baldwinpark.com

Upon completion of the 45-day review period, written responses to all comments on the environmental issues discussed in the Draft EIR will be prepared and incorporated into a Final EIR. Furthermore, written responses to comments received from any state agencies will be made available to those agencies at least ten (10) days prior to the public hearing at which the Certification of the Final EIR will be considered. These comments, and their responses, will be included in the Final EIR for consideration by the City, as well as other Responsible Agencies under CEQA. The Final EIR may also contain corrections and additions to the Draft EIR and other information relevant to the environmental issues associated with the project. The Final EIR will be available for public review prior to its certification by the City. Notice of the availability of the Final EIR will be sent to all who responded to the NOP, to the Draft EIR, and to owners and occupants within a 300-foot radius of the Specific Plan area.

1.5 Organization of this Draft EIR

The Draft EIR is organized into the following chapters. To help the reader locate information of particular interest, a brief summary of the contents of each chapter of the Draft EIR is provided below.

- **Executive Summary:** This chapter provides a brief summary of the Specific Plan area, the proposed project, and alternatives. The Summary culminates with Table ES-1, *Summary of Environmental Impacts and Mitigation Measures.* This table lists each identified environmental impact, proposed mitigation measure (if any), and the level of significance after implementation of each mitigation measure. The level of significance after implementation of the proposed mitigation measure(s) will be less than significant, or significant and unavoidable.
- **Chapter 1 – Introduction:** This chapter provides an overview of the Project, the purpose and use of the Draft EIR, the scope of this Draft EIR, a summary of the legal authority for this Draft EIR, a summary of the environmental review process for the EIR, and the general format of the document.
- **Chapter 2 – Project Description:** This chapter provides a detailed description of the Project. The description also includes the Project goals and objectives.
- **Chapter 3 – Environmental Setting, Impacts, and Mitigation Measures:** This chapter provides a discussion of the setting (existing conditions) including existing regulations, the environmental impacts including potential cumulative impacts that could result from the proposed project, and the mitigation measures that would reduce or eliminate the adverse impacts identified. Impacts that cannot be mitigated to less than significant are identified as significant and unavoidable. Adopted regulations with which the project

would be required to comply that serve to reduce potential adverse effects are discussed where appropriate.

- **Chapter 4 – Alternatives:** This chapter describes and analyzes a reasonable range of alternatives to the project. The CEQA-mandated No Project Alternative is included along with alternatives that would reduce one or more significant effects of the proposed Project.
- **Chapter 5 – CEQA Statutory Sections:** This chapter provides a discussion of various CEQA-mandated considerations including a summary of significant and unavoidable impacts, growth-inducing impacts, and significant irreversible changes.
- **Chapter 6 – Report Preparation:** This chapter lists authors of the Draft EIR; City staff that assisted with the preparation and review of this document, and agencies; and organizations consulted by the authors of this Draft EIR.

CHAPTER 2
Project Description

2.1 Introduction

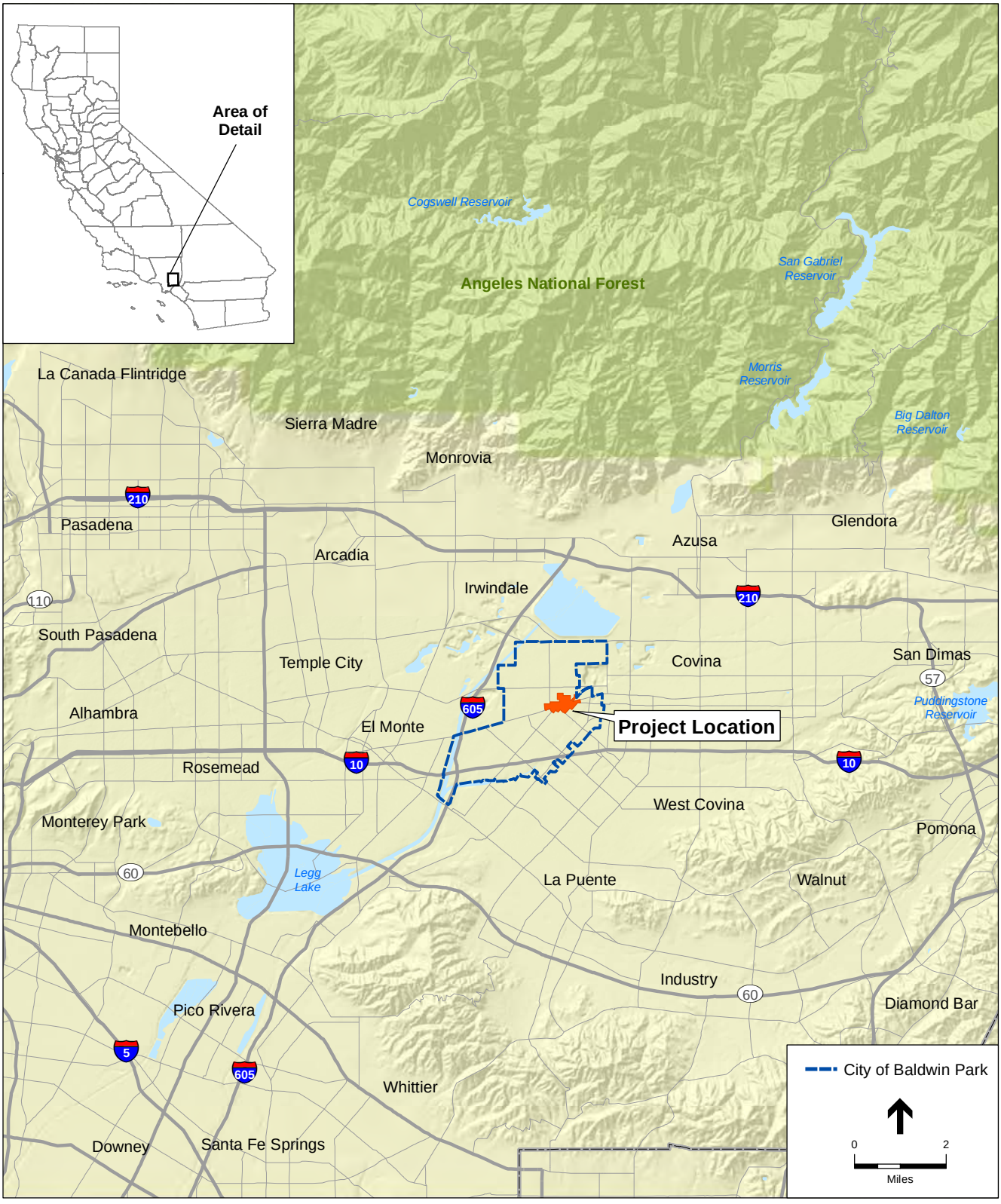
The proposed Downtown Transit Oriented Development (TOD) Specific Plan is a City-initiated, Metro grant-funded planning document that has been prepared to provide a clear vision for development within the Downtown Baldwin Park area. The proposed Specific Plan has been developed with the overarching intent of introducing a transit-oriented development pattern to the 115 acre Specific Plan area. The 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 is intended to provide opportunities to build on the City's unique historic and cultural characteristics to enhance the Downtown core; take advantage of the location of the Metrolink Station and access to regional transit; create a strong community identity and sense of place; provide new employment, housing and shopping opportunities; and strengthen the City's tax base. Opportunities exist within walking distance of the Metrolink Station and Transit Center parking structure allow significant potential for infill development and adaptive reuse of existing under-utilized structures to better serve the transit-oriented Downtown area and generate new investment. The proposed Specific Plan is intended to guide future development of mixed uses in a walkable environment, streamline the development process, and serve as an incentive for economic development.

2.2 Project Location and Plan Area Characteristics

City of Baldwin Park

The City of Baldwin Park (the "City" or "Baldwin Park") is located east of Los Angeles, south of the San Gabriel Mountains, north of the Puente Hills within eastern Los Angeles County. Baldwin Park is located approximately 15 miles east of Downtown Los Angeles, and approximately 17 miles west of the Los Angeles County-San Bernardino County border. Baldwin Park occupies approximately 6.8 square miles (4,337 acres) and is a highly urbanized area. Baldwin Park is surrounded by the Cities of Irwindale (north, northeast, northwest), West Covina (east and southeast), Industry (southwest), and El Monte (east); and shares its southern border with Arcadia and a small area of unincorporated Los Angeles County known as the La Puente community. **Figure 2-1** shows the City's regional location.



SOURCE: Los Angeles County GIS

Baldwin Park Downtown TOD Specific Plan EIR . 130953

Figure 2-1

Regional Location

Baldwin Park is proximate to three major freeways -- the I-10, Interstate 605 (I-605), and Interstate-210 (I-210). I-10 is parallel to the City's southern boundary and extends through the City on an east-west axis. I-605 extends along a north-south axis parallel to and near a portion of the City's western boundary. I-10 and I-605 intersect in Baldwin Park at an interchange in the southwest corner of the City. I-210 extends along an east-west axis and is located north of the City of Baldwin Park, through the Cities of Azusa, Irwindale, and Duarte.

The City includes a segment of the San Bernardino Metrolink line, which includes the Baldwin Park Metrolink station in Downtown Baldwin Park. The Metrolink line provides a non-automotive connection to major business, employment, shopping, and entertainment centers throughout the region. Union Station and Downtown Los Angeles are located only three stops away to the west, and Cal State Los Angeles is located only two stops away from Baldwin Park, also to the west. To the east, the Metrolink line connects Baldwin Park with Covina, Pomona, Claremont, Montclair, Upland, Rancho Cucamonga, Fontana, Rialto, and San Bernardino. The Metrolink line also provides a direct connection at Los Angeles Union Station to the Red, Purple, and Gold Metro lines and to the Metrobus system.

Like most cities in the San Gabriel Valley, Baldwin Park is primarily a residential community with most of its land used for single-family homes, large condominium complexes, townhomes, and multi-family apartment complexes. Industrial land uses are generally concentrated along the northern perimeter of the City; commercial uses are concentrated along Ramona Boulevard, Maine Avenue, Baldwin Park Boulevard, and along or near I-10.

Specific Plan Area

Location

The Project site consists of approximately 115 acres in the Downtown portion of Baldwin Park that includes the Metrolink Station (see **Figure 2-2** Specific Plan area). The Specific Plan area is anchored by the Ramona Boulevard/Maine Avenue intersection, and includes parcels along Ramona Boulevard, Baldwin Park Avenue, Maine Avenue, and Bogart Avenue.

The Specific Plan area includes the Baldwin Park Metrolink station, the Arts and Recreation Center, and the City Hall complex, which includes the Police Station. The Metrolink station is less than 1,000 feet from Ramona Boulevard, and is separated from the Downtown area by the tracks and the City Hall complex.

Existing Land Use, General Plan Designations, and Zoning

The Specific Plan area includes the prime commercial retail area of the City. As shown in **Table 2-1,** 36 percent of the Specific Plan area is used for retail and over 17 percent of the area is used for government or public facilities, including: City Hall, the police station, post office,



SOURCE: City of Baldwin Park

Baldwin Park Downtown TOD Specific Plan EIR . 130953

Figure 2-2
Project Location

Morgan Park Community Center, Arts and Recreation Center, Julia McNeill Senior Center, Baldwin Park Transit Center, and the Metrolink station. Existing land uses within the Specific Plan are shown in **Figure 2-3**.

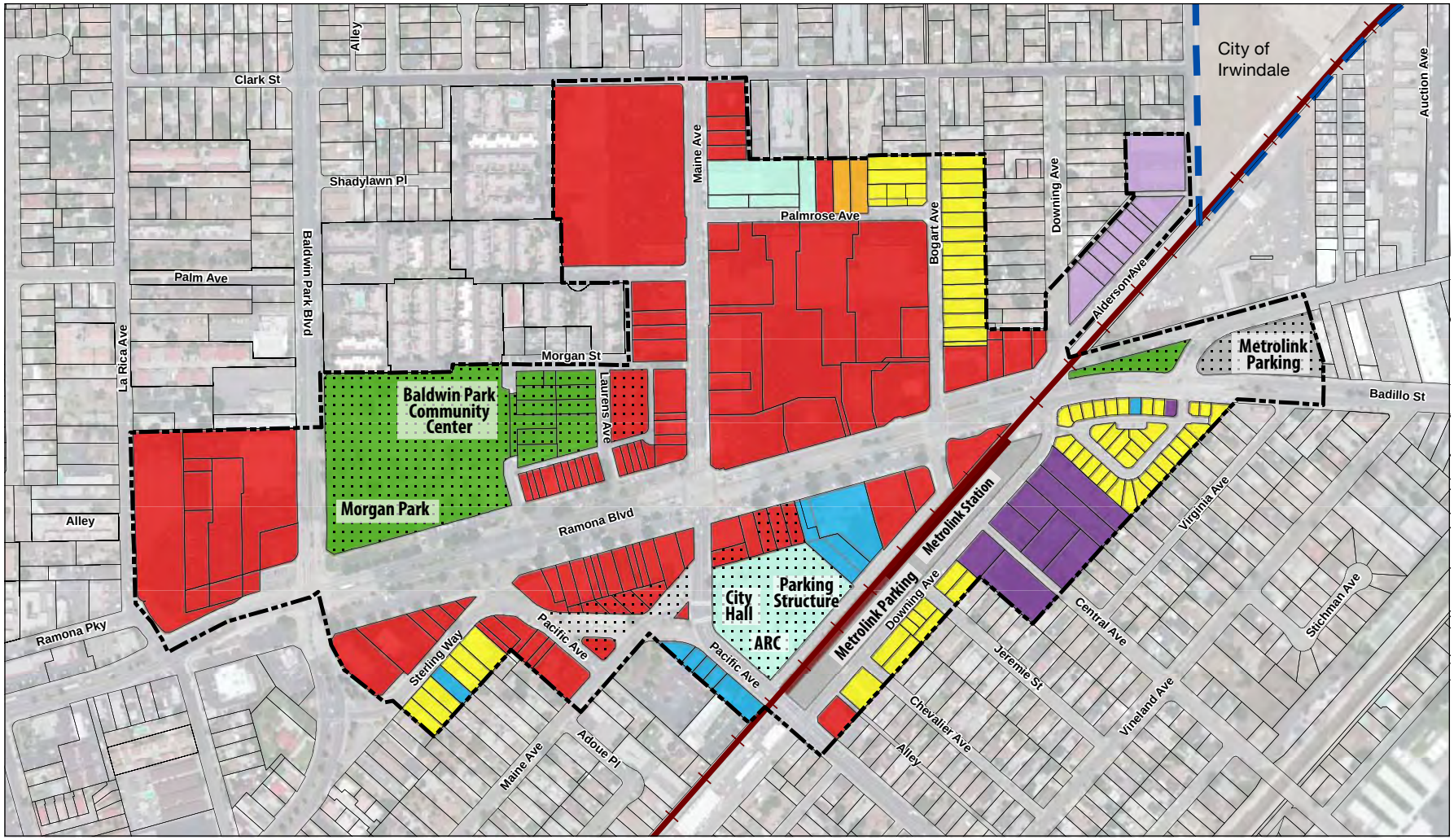
TABLE 2-1
EXISTING LAND USES WITHIN THE SPECIFIC PAN AREA

Existing Land Use	Acres	Percentage of Specific Plan Area
General Office Use	2.42	2.10%
Government Offices	4.71	4.10%
High Density Single Family Residential	7.73	6.72%
Low-Rise Apartments, Condominiums, And Townhouses	0.53	0.46%
Manufacturing, Assembly, And Industrial Services	3.83	3.33%
Mixed Commercial And Industrial	2.29	2.00%
Open Space and Public Facilities	10.55	9.18%
Park and Ride Lots	1.55	1.35%
Metrolink San Bernardino Line	3.24	2.82%
Retail	41.47	36.08%
Total Net Acres	**78.32**	**68.14%**
Right of Way	**36.62**	**31.86%**
Total Gross Acres	**114.95**	**100.00%**

SOURCE: Existing Conditions and Opportunities, May 2014.

The Baldwin Park 2020 General Plan (adopted in 2002), identified land uses "to strengthen the economic vitality and aesthetic character of the Downtown through the establishment of a mixed use pedestrian district which builds on Livable Communities principles and techniques." Consistent with this objective, mixed use land uses encompass 34 percent of the Specific Plan area and commercial related land uses comprise approximately 14 percent, as listed on **Table 2-2** and shown in **Figure 2-4**.

The City of Baldwin Park recently completed an update to its Zoning Code (adopted 2012). A major focus of the Zoning Code Update was to incorporate Mixed Use zoning at appropriate locations to support the Mixed Use Land Use Designations identified in the 2002 General Plan. As such, a large portion of the Specific Plan area is zoned Mixed Use (MU-1). The MU-1 Zone is intended to create opportunities for development that integrates commercial and residential development, particularly in the City's Downtown, and is conducive for projects that support transit and walkability. The existing zoning within the Specific Plan area is listed in **Table 2-3** and shown in **Figure 2-5**.



SOURCE: Southern California Association of Governments GIS Data, City of Baldwin Park

Baldwin Park Downtown TOD Specific Plan EIR . 130953

Figure 2-3
Existing Land Use within the Specific Plan Area

TABLE 2-2
GENERAL PLAN LAND USES WITHIN THE SPECIFIC PLAN AREA

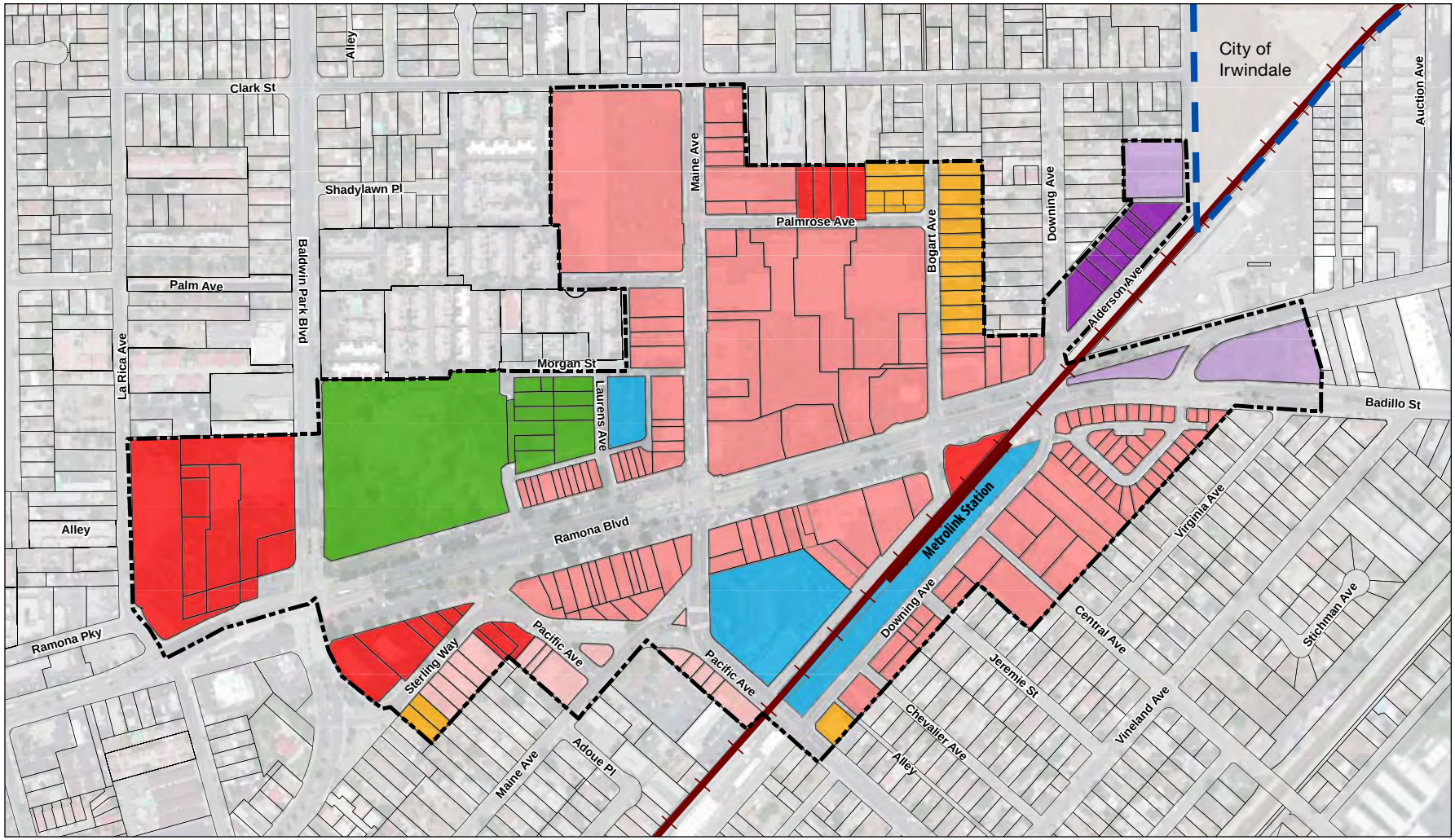
Existing Land Use	Acres	Percentage of Specific Plan Area
Commercial/Industrial	2.93	2.55%
Garden Multi-family Residential (0-8.7 du/acre)	3.52	3.06%
General Commercial	11.22	9.76%
General Industrial	1.37	1.19%
Mixed Use (0-30 du/acre)	39.54	34.40%
Neighborhood Commercial	2.49	2.17%
Open Space	10.06	8.75%
Public Facilities and Schools	7.19	6.26%
Total Net Acres	**78.32**	**68.14%**
Right of Way	**36.63**	**31.86%**
Total Gross Acres	**114.95**	**100.00%**

SOURCE: Existing Conditions and Opportunities, May 2014.

TABLE 2-3
EXISTING ZONING WITHIN THE SPECIFIC PAN AREA

Existing Zone	Acres	Percentage of Specific Plan Area
C1 Neighborhood Commercial	8.22	7.15%
C2 General Commercial	11.22	9.76%
IC Industrial Commercial	4.53	3.94%
MU-1 Mixed Use (0-30 du/ac)	38.81	33.76%
OS Open Space	10.06	8.75%
R1 Single Family Residential	1.21	1.05%
RG Garden Multi-Family Residential	3.49	3.08%
Total Net Acres	**77.53**	**67.45%**
Right of Way	**37.42**	**32.55%**
Total Gross Acres	**114.95**	**100.00%**

SOURCE: Existing Conditions and Opportunities, May 2014.

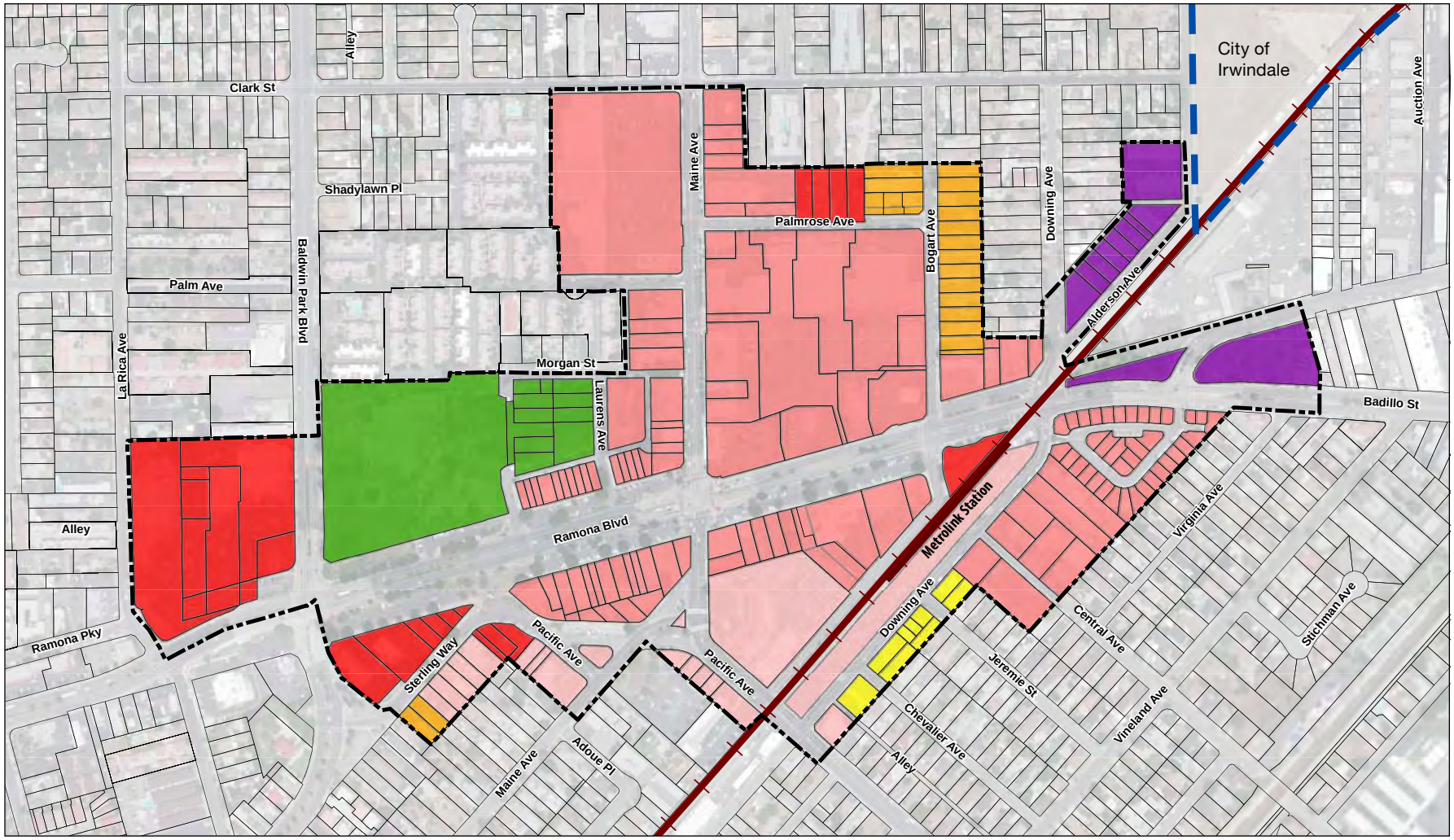


SOURCE: Southern California Association of Governments GIS Data, City of Baldwin Park

Baldwin Park Downtown TOD Specific Plan EIR . 130953

Figure 2-4

Existing General Plan Land Uses



SOURCE: Southern California Association of Governments GIS Data, City of Baldwin Park

Baldwin Park Downtown TOD Specific Plan EIR . 130953

Figure 2-5
Existing Zoning

Existing Circulation Pattern

Baldwin Park's existing circulation pattern a modified grid, which consists of arterials, collector roadways, and residential streets. The City is served by two arterials that cross in the geographic center of the City – Baldwin Park Boulevard and Ramona Boulevard. Baldwin Park Boulevard provides direct access to I-10 and Ramona Boulevard provides direct access to I-605. All of Baldwin Park's important collector streets, including Maine Avenue (north)/Pacific Avenue (south), Francisquito Avenue and Merced Avenue, cross Ramona Boulevard.

Ramona Boulevard and Maine Avenue/Pacific Avenue, cross the center and extend through the Specific Plan area. Ramona Boulevard, which lies on a southwest-northeast axis, directly connects the Specific Plan area with I-605. (Ramona Boulevard becomes San Bernardino Road in Irwindale.) Maine Avenue/Pacific Avenue extends through the Specific Plan area on a north-south axis.

2.3 Project Characteristics

The proposed Downtown TOD 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; which are identified as "Opportunity Sites". The Specific Plan proposes to rezone and amend General Plan land uses of specific parcels within the project area with the intent of introducing a transit-oriented development pattern to the area. This would provide development that is located within easy walking distance of a major transit stop and generally is a mix of residential, employment, retail, and complementing public uses. 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 Metro bus route190/194 that runs between Cal Poly Pomona and the El Monte Metrolink station along Ramona Boulevard, and that would provide improved access to all modes of transportation, including transit, walking and bicycling.

There are a number of underutilized properties, large parking lots, and right-of-way areas in the Specific Plan area that provide opportunities for new infill development that can serve as catalyst to revitalizing the area. Under the proposed Specific Plan, the infill developments provide higher density housing and employment uses proximate to regional transit, with pedestrian-oriented retail uses lining Ramona Boulevard and Maine Avenue.

The Specific Plan identifies sites that have the potential for redevelopment, infill development, and/or adaptive reuse of existing underutilized spaces to better serve the Downtown area. The Specific Plan proposes to rezone areas to provide for the TOD envisioned by the Specific Plan. **Table 2-4** shows the change in development capacity that would result from build out of the proposed Specific Plan. **Table 2-5** shows the zoning and General Plan land use amendments that would occur as a part of the proposed Specific Plan. The proposed zoning designations are illustrated in **Figure 2-6**.

TABLE 2-4
CHANGE IN DEVELOPMENT CAPACITY

	Residential Units	Non-Residential (SF)
Existing Development	101	886,538
Specific Plan Build Out	934	1,175,673
Total Increase	**833**	**289,135**

SOURCE: The Arroyo Group, 2014.

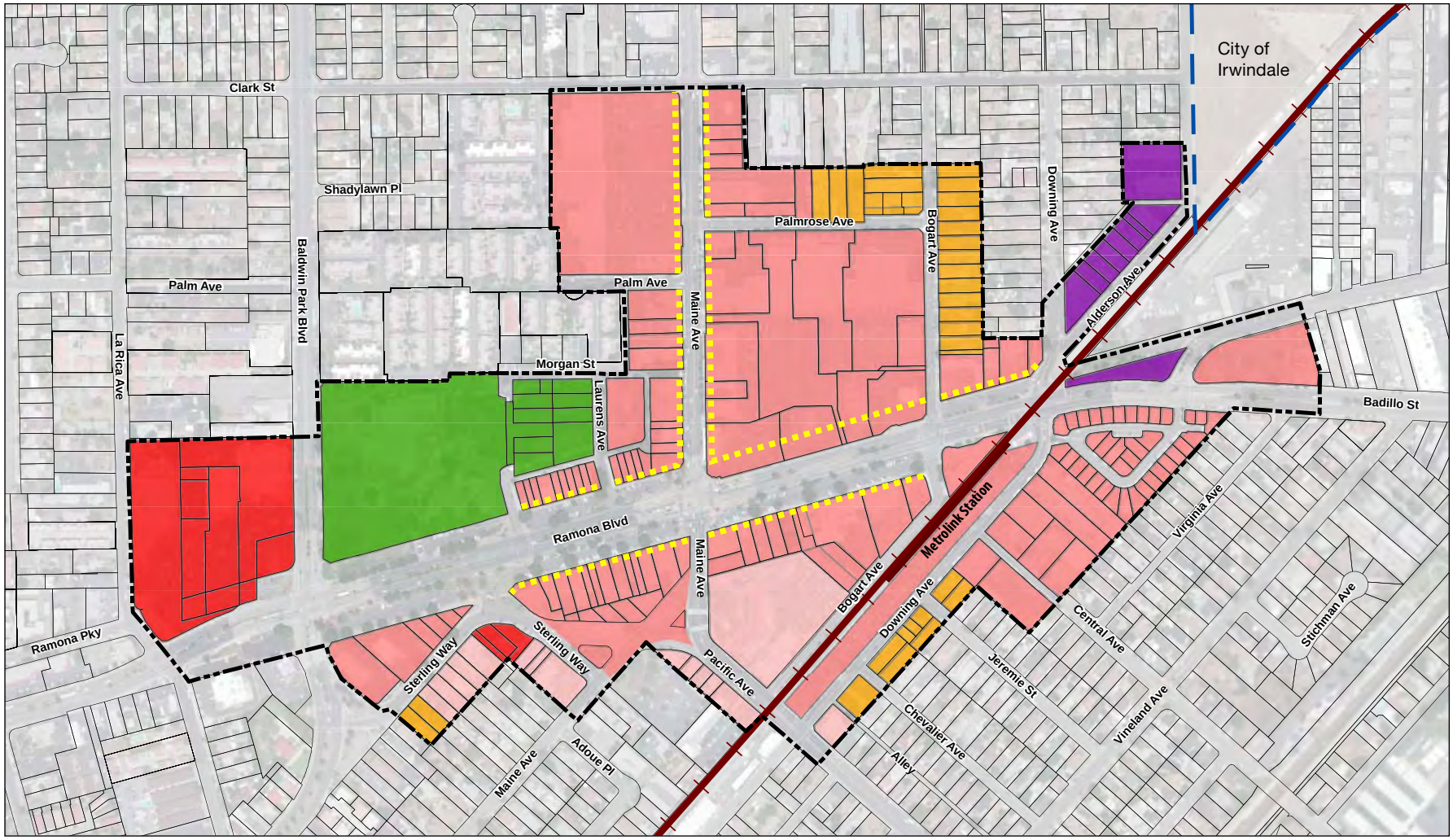
TABLE 2-5
SUMMARY OF SPECIFIC PLAN ZONING AND GENERAL PLAN LAND USE AMENDMENTS

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.

Design Concepts

The design concept of the Specific Plan is to create a system of spaces, structures, and environments that are integrated into the surroundings rather than linear strips of unrelated buildings and undefined streetscapes. The Specific Plan would establish Downtown as the core of the community – a place for living, shopping, recreation and leisure, City government, and local and regional transit connectivity – and increasing pedestrian connectivity between these uses. The adjacency of the City Hall complex to the Metrolink Station, Morgan Park, and the pedestrian-scaled retail uses along portions of Ramona Boulevard and Maine Avenue make the area a cornerstone for a walkable and vibrant community. The proposed Specific Plan would provide for an Arts Park, active storefronts, higher density housing, and pedestrian nodes with amenities such as high-quality street furniture, and lighting. The design concepts that would be implemented by the Specific Plan are described below and shown in **Figure 2-7**.



SOURCE: City of Baldwin Park

Baldwin Park Downtown TOD Specific Plan EIR . 130953

Figure 2-6
Proposed Zoning



SOURCE: City of Baldwin Park

Baldwin Park Downtown TOD Specific Plan EIR . 130953

Figure 2-7
Urban Design Framework

Development Standards

The infill development and revitalizing development implemented by the Specific Plan would be guided by development standards that are included in the proposed Specific Plan that address building scale and relationships; the treatment, improvement, and use of public rights-of-way including landscaping and public amenities; setback requirements; building types; and open space requirements. The Specific Plan standards address lot size, residential density, building orientation, building heights, walls and fences, refuse facilities, storage and loading facilities, ground floor retail areas, solar panels, and other zoning issues.

Active Retail Frontage

The Specific Plan would implement active retail frontage areas, which provide retail uses on the ground floor level, combined with streetscape improvements and pedestrian amenities to enhance the pedestrian-oriented retail lining the following street segments:

- Maine Avenue between Clark Street and Ramona Boulevard;
- North side of Ramona Boulevard between Cesar Chavez Drive and Downing Avenue; and
- South side of Ramona Boulevard between Sterling Way and Bogart Avenue.

Streetscape Improvements

Streetscape improvements include providing benches, trash receptacles, tree grates, landscaping, and lighting to better define the character of the Specific Plan area and give it a coherent look. The theme for the landscape plan is the provision of drought-tolerant plants that would appropriate for the City. Tree types for each street are recommended as part of the proposed Specific Plan. Street furniture is proposed as part of the Specific Plan to help unify the area as well as provide essential seating, trash receptacles and bicycle racks to draw people into the area.

Street lighting would be installed as a part of individual projects within the Specific Plan area to create an appealing walkable environment. Lighting provides spatial definition to the sidewalk, adds ambiance to neighborhood settings, and a sense of security. The light fixtures shall adhere to guidelines set forth by the Dark Sky Association to protect the area's view of stars. In addition, the Specific Plan requires that lighting for non-residential uses shall be appropriately designed, located, and shielded to ensure that they do not negatively impact the residential uses in the development or any adjacent residential uses.

The Specific Plan would provide consistent wayfinding signs throughout the Specific Plan area, to incorporate a consistent design with a coordinated color palette to create a unique theme that is both easily recognizable and coordinated with an overall comprehensive signage program for the City of Baldwin Park. The directional signage would be provided at the Metrolink Station, City Hall, the Arts and Recreation Center, the new Arts Park, Morgan Park, public facilities and public parking.

Open Space / Arts Park

The Specific Plan encourages development of new open spaces in privately-owned plazas and courtyards in new retail, residential, commercial and mixed use settings. Small gathering spaces and places within new developments would to complement the existing open space in the Specific Plan area and provide informal and small scale open space opportunities, including outdoor dining.

The proposed Specific Plan proposes development of a new Arts Park to host community events and create a museum without walls for performance art, sculpture, and temporary two-dimensional art displays. The Arts Park would be located across Maine Avenue and would have direct links and views to City Hall to better connect City Hall, both physically and visually, to the surrounding Downtown area. Amenities in the Arts Park may include street furniture, landscaped open space, public art, a water feature, small performance space and concessions.

Circulation

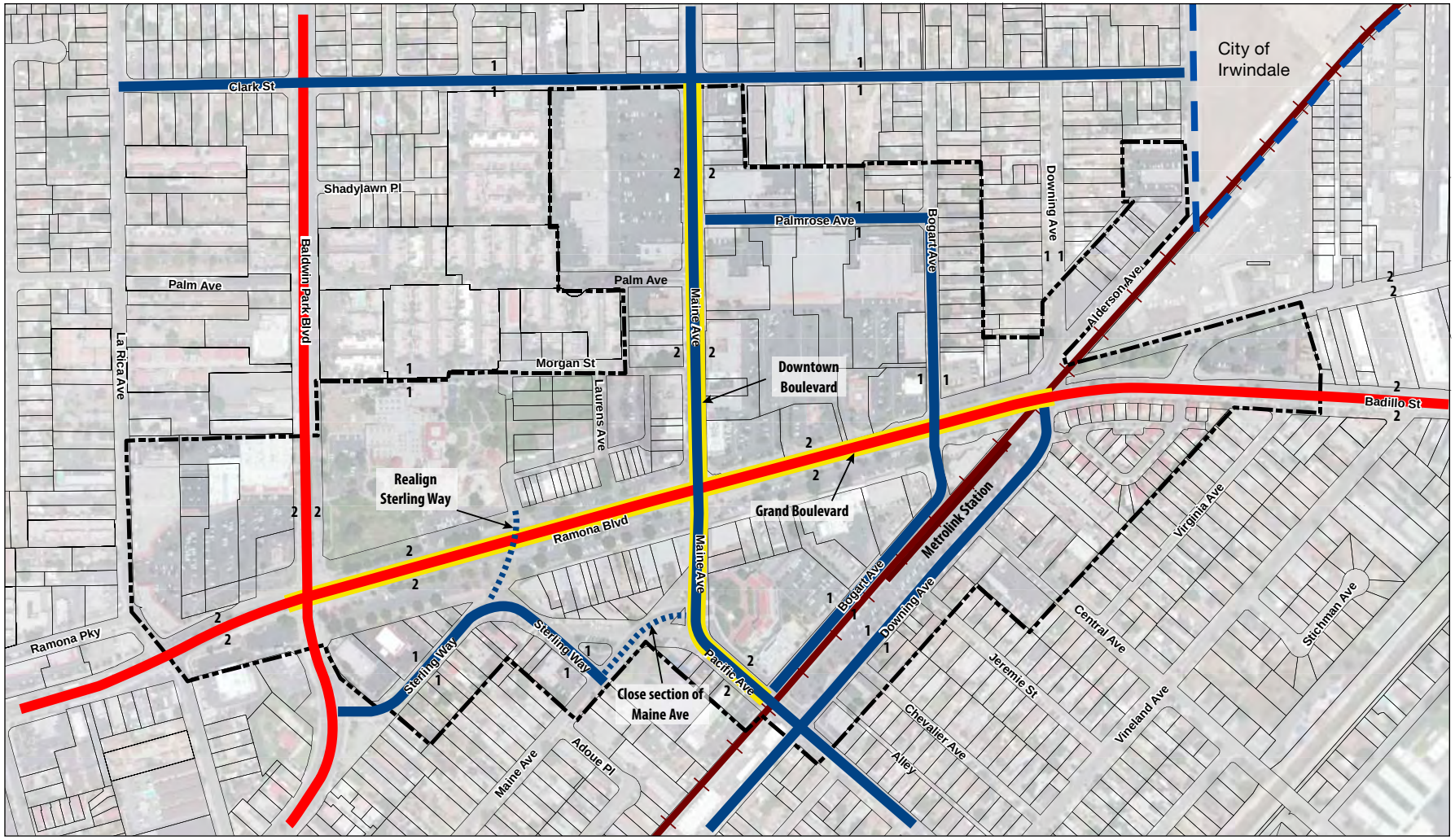
Ramona Boulevard

The improvements to the circulation system that would be implemented by the proposed Specific Plan area shown in **Figure 2-8**. Implementation of the Specific Plan would expand and improve the circulation within the 230 foot right-of-way of Ramona Boulevard, to provide a boulevard that serves vehicular, pedestrian, and bicycle transportation modes.

The public rights-of-way 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 relocated elsewhere in the Downtown area (as further described below in the parking description), and the sidewalks would be widened. The row of diagonal parking adjacent to the buildings would be retained. 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 retain, but narrow, the two existing traffic lanes in each direction. 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.



SOURCE: City of Baldwin Park

Baldwin Park Downtown TOD Specific Plan EIR . 130953

Figure 2-8
Proposed Circulation System

Maine Avenue, Pacific Avenue, and Sterling Way

The Specific Plan circulation improvements on Main Avenue at Pacific Avenue and Sterling Way would simplify the circulation, create a potential development site, and provide a location for a new Arts Park 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.

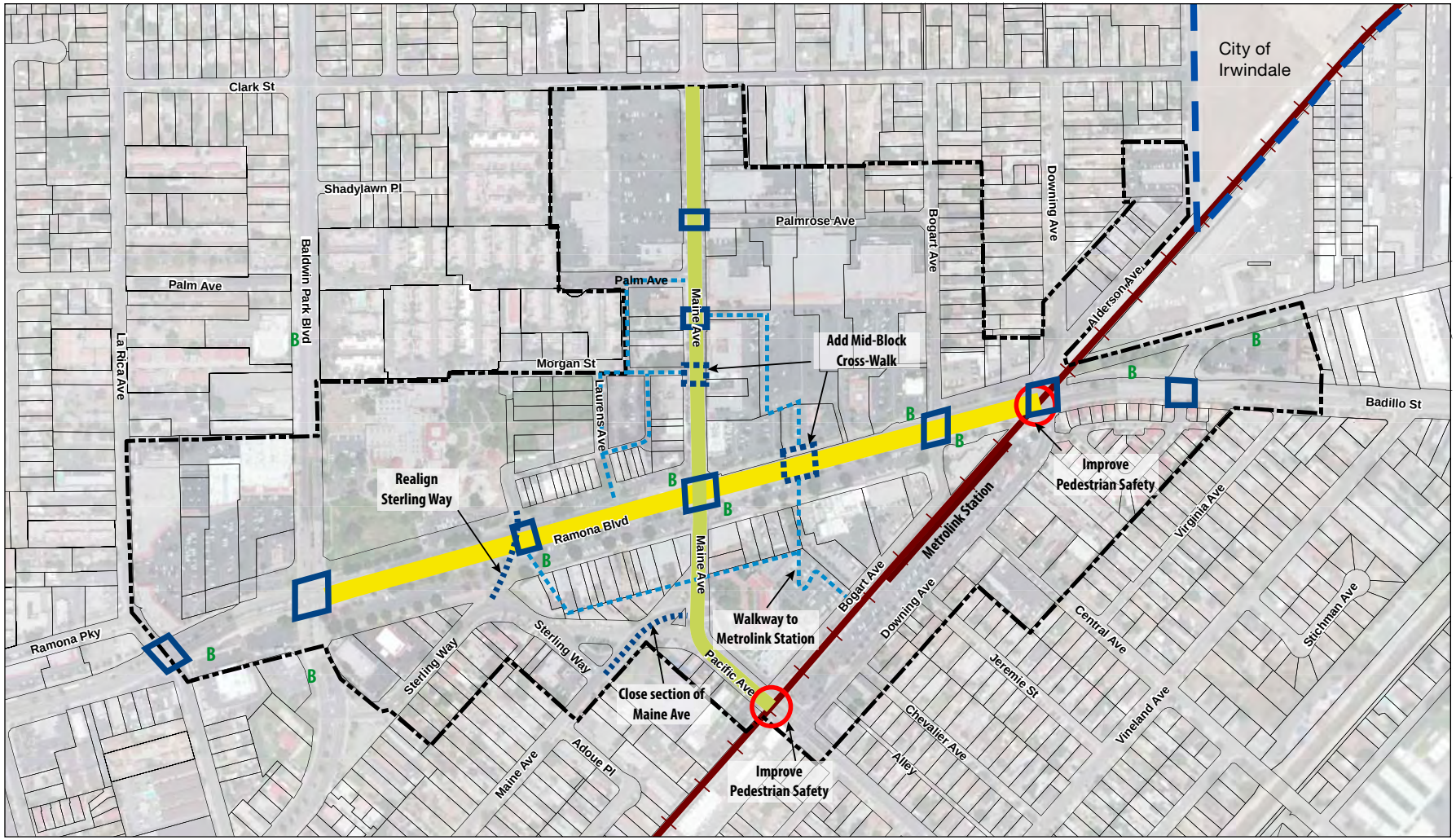
Metrolink Facilities

The Specific Plan includes coordination with Metrolink for installation of 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 to cross 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 2-9** and would include:

- A new mid-block connection on Ramona Boulevard between Bogart Avenue and Maine Avenue to enhance access to the Metrolink Station;
- Enhanced sidewalks and pedestrian landscaping along Bogart Avenue between Pacific Avenue and Downing Avenue;
- Pedestrian improvements at the entrance to the Metrolink Station at the intersection of Ramona Boulevard and Downing Avenue, and at the track crossing of Pacific Avenue at the south end of the Metrolink Station that would include 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);
- Curb extensions installation; and
- Establishing and signing wayfinding routes for pedestrians to get to civic locations.



SOURCE: City of Baldwin Park

Baldwin Park Downtown TOD Specific Plan EIR . 130953

Figure 2-9
Proposed Pedestrian Network

Bicycle Circulation

The Specific Plan would establish a bicycle circulation network, which is shown in **Figure 2-10**, 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 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 Specific Plan establishes bicycle routes on Maine Avenue, Bogart Avenue, Downing Avenue south of Ramona Boulevard, and Central Avenue.

Bicycle parking facilities are proposed at numerous locations around Downtown to facilitate the use of bicycles. General planned bicycle parking facility locations are shown in Figure 6, and include areas at the Metrolink Station, major bus stops, mid-block locations, and major commercial destinations.

Vehicle Parking

To reflect the characteristics of Downtown and transit-oriented development, the following parking requirement adjustments are included in the Specific Plan:

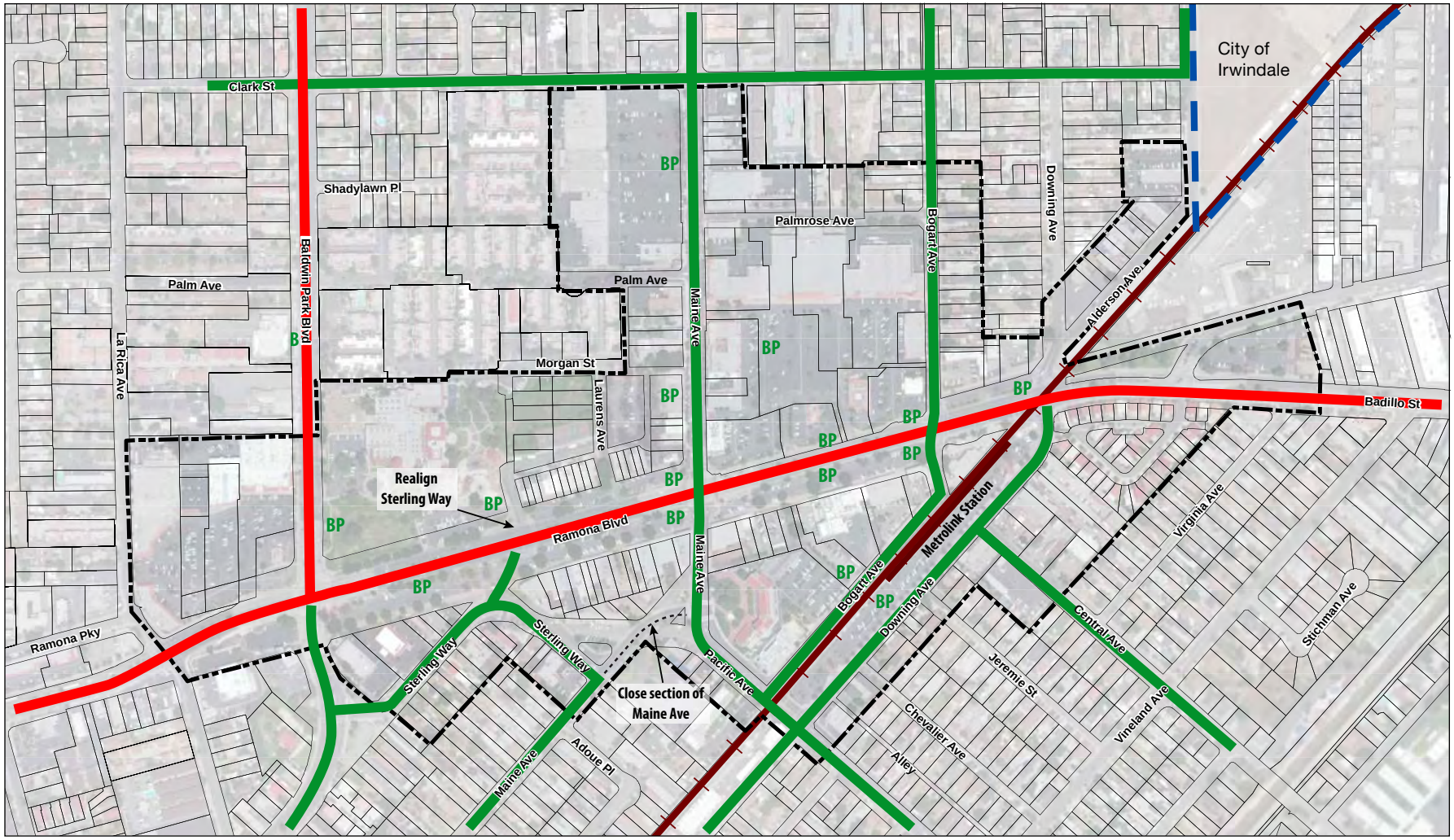
- Parking requirements for commercial uses shall be 75 percent of the citywide requirement in Subchapter 153.150.
- Parking requirements for residential multi-family uses shall be 1 space per bedroom and one guest space per 10 units.

To encourage people to park once in one location and then walk around Downtown to multiple destinations, shared parking shall be allowed as per Subchapter 153.150 and subject to a Shared Parking Report with the following additional provisions:

- Shared parking may also apply to public parking facilities.
- The distance within which off-site code-required parking can be located shall be 1,000 feet.
- The City shall encourage the owners of private parking facilities to make their facilities available to all Downtown users. Shared parking will be evaluated per project and may be included as a part of the City's project conditions of approval.

Water Infrastructure

The water demand for domestic water usage and fire flow that would be generated by build out of the proposed Specific Plan would require the water line on Bogart Avenue to be improved, and this improvement is included in the proposed project. The existing six-inch water line on Bogart Avenue that runs from Clark Street to Ramona Boulevard with build out of the project would be upgraded to an eight-inch line.



SOURCE: City of Baldwin Park

Baldwin Park Downtown TOD Specific Plan EIR . 130953

Figure 2-10
Proposed Bicycle Circulation Network

2.4 Project Goals and Objectives

As guided by the Baldwin Park 2020 General Plan, the City "seeks to strengthen the economic vitality and aesthetic character of the Downtown through the establishment of a mixed use pedestrian district which builds on Livable Communities principles and techniques." The purpose of the proposed Specific Plan is to bring transit oriented development to the Downtown portion of the City, which would provide Downtown housing opportunities and improve access to all modes of transportation, including transit, pedestrian linkages and bicycling. The goals for the Downtown TOD Specific Plan include:

- Create a mix of uses with residential and employment densities that support transit use.
- Offer a range of housing options proximate to transit.
- Leverage the location of the Metrolink Station to bring revitalizing activities to Downtown;
- Create vibrant and diverse commercial corridors that provide a strong community identity and sense of place in the heart of town;
- Design a pedestrian-friendly environment with well-designed buildings, attractive streetscapes, and engaging public spaces.
- Create multi-modal streets accommodate pedestrians, bicyclists, and vehicles.
- Increase level of goods and services available to residents of the community;
- Provide new employment and housing opportunities;
- Attract shoppers from outside the community; and
- Strengthen the City's tax base.

The objectives of the proposed project, which have been identified to meet the goals listed above, are to identify land use options that include increased housing densities and mixed uses, as well as create pedestrian linkages between the station, community facilities and major recreation, retail, and residential nodes of activity.

2.5 Reviews and Approvals

This EIR may be used by various governmental decision-makers for discretionary permits and actions that are necessary or may be requested in connection with the Downtown TOD Specific Plan Project, including the following:

- City of Baldwin Park General Plan Amendment, including amendments to the Land Use Element per the changes shown in Table 2-5 and amendments to the Circulation Element to include the changes to the roadway and pedestrian facilities described above;
- Amendment to the Zoning Code to change the zoning designations pursuant to the Specific Plan (shown in Table 2-5) is required for the proposed Specific Plan;

- Development Agreements may be required for future development projects in the Specific Plan area;
- Conditional Use Permits may be required for future development projects in the Specific Plan area;
- Other discretionary actions as may be required for construction and/or operation of future projects within the Specific Plan area.

2.6 Cumulative Projects

Cumulative impacts refer to the combined effect of project impacts with the impacts of other past, present, and reasonably foreseeable probable future projects. Both CEQA and the *CEQA Guidelines* require that cumulative impacts be analyzed in an EIR. As set forth in the *CEQA Guidelines* Section 15130(b), "*the discussion of cumulative impacts shall reflect the severity of the impacts and their likelihood of occurrence, but the discussion need not provide as great detail as is provided for the effects attributable to the project alone*."

According to Section 15355 of the *CEQA Guidelines*,

> *"'Cumulative impacts' refer to two or more individual effects which, when considered together, are considerable or which compound or increase other environmental impacts.*
>
> *a) The individual effects may be changes resulting from a single project or a number of separate projects.*
>
> *b) The cumulative impact from several projects is the change in the environment which results from the incremental impact of the project when added to other closely related past, present, and reasonably foreseeable probable future projects. Cumulative impacts can result from individually minor but collectively significant projects taking place over a period of time."*

Therefore, the cumulative discussion in this EIR focuses on whether the impacts of the proposed Specific Plan project are cumulatively considerable within the context of impacts caused by other past, present, and reasonably foreseeable future projects.

CEQA Guidelines Section 15130(b)(1) states that the information utilized in an analysis of cumulative impacts should come from one of the following:

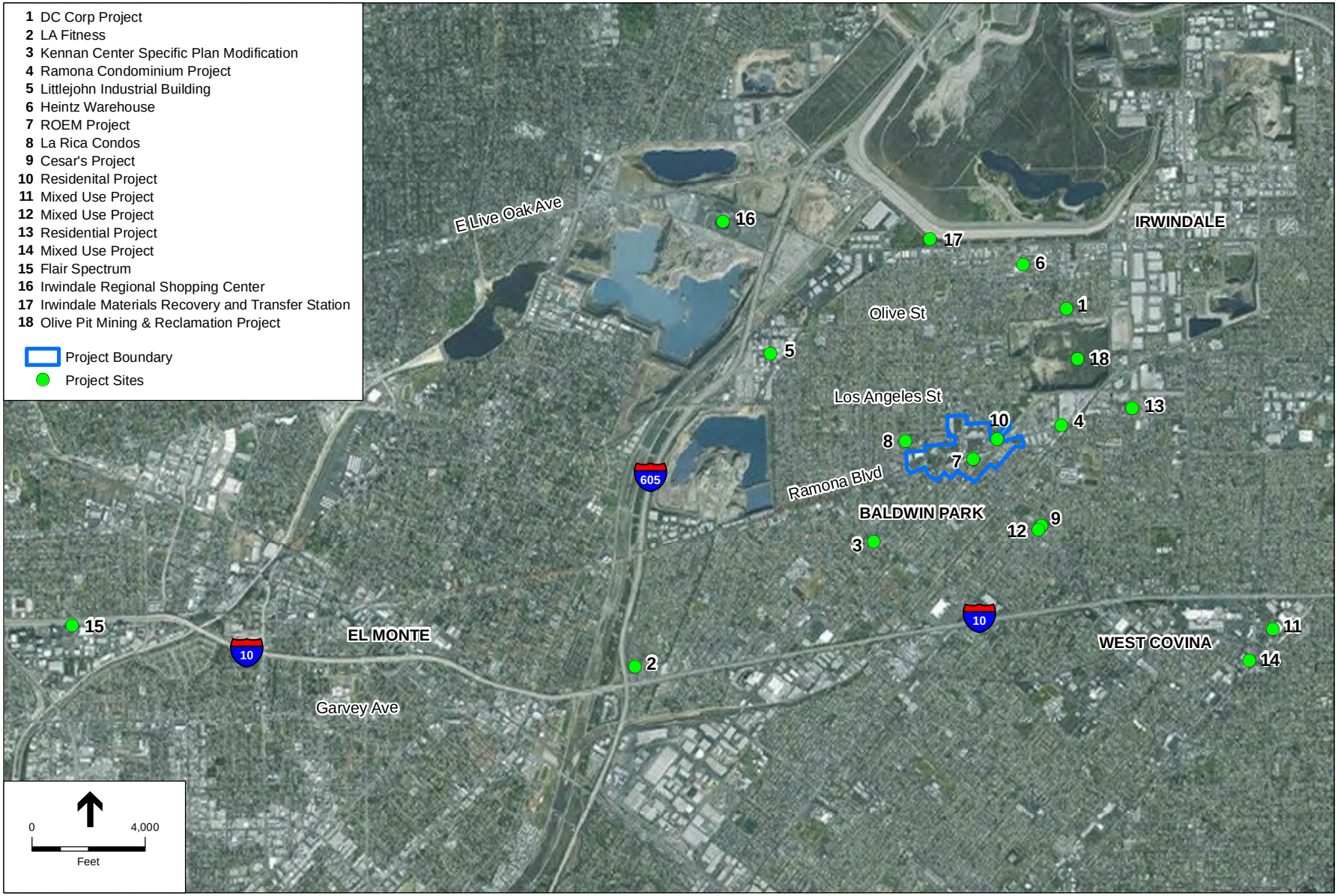
- A list of past, present and probable future projects producing related or cumulative impacts, including those projects outside the control of the lead agency; or
- A summary of projections contained in an adopted local, regional or statewide plan or related planning document that describes or evaluates conditions contributing to the cumulative effect.

Cumulative impact discussions for each issue area are provided in each EIR topic section. **Table 2-6** provides a list of the past, present, and reasonably foreseeable projects that are considered in this

cumulative environmental analysis, and **Figure 2-11**, Related Project Locations provides the location of these projects.

TABLE 2-6
RELATED PROJECT LIST

Project #	Project Name	Location / Address	Project Description		
1	DC Corp Project	4820-4828 Fortin Street, Baldwin Park	10	DU	Single Family Residential
2	LA Fitness	8555-018-002 and 8555-018-003 (Oval Site--Garvey Avenue, Baldwin Park	45,000	sf	Private recreational Facility
			9,000	sf	retail/restaurant building
3	Kennan Center Specific Plan Modification	APNs: 8552-017-004, 068, 069, 070, 071, 072, 073, 074, 075, 076, 077, and 078	51	DU	Single Family Residential
4	Ramona Condominium Project	13226-13230 Ramona Boulevard, Baldwin Park	13	DU	Condominium
5	Littlejohn Industrial Building	4720 Littlejohn Street, Baldwin Park	16,133	sf	Warehouse
6	Heintz Warehouse	5014 Heintz Street, Baldwin Park	1,500	sf	Warehouse
7	ROEM Project	14412, 14426 and 14436 Ramona Boulevard , Baldwin Park	71	DU	Condominium
			5,900	sf	Commercial/retail/restaurant
8	La Rica Condos	4142-4144 La Rica Avenue, Baldwin Park	8	DU	Condominium
9	Cesar's Project	3726 Puente Avenue, Baldwin Park	4	DU	Condominium
		5052 Lante Avenue, Baldwin Park	10,546	sf	Warehouse
			936	sf	Office
10	Residential Project	4143 Downing Avenue, Baldwin Park	2	DU	Condominium
11	Mixed Use Project	14911 Pacific Avenue, Baldwin Park	4	DU	Condominium
			5000	sf	Retail
12	Mixed Use Project	301 S Glendora Avenue, West Covina	450	DU	Residential
			20,000	sf	Commercial
13	Residential Project	1611-1773 W San Bernardino Road, West Covina	135	DU	Townhomes
14	Mixed Use Project	Mid-block Walnut Creek Pkwy b/w	68	DU	Residential
		Vincent Ave and Glendora Avenue, West Covina	4,995	sf	Commercial
15	Flair Spectrum	Southwest corner of Flair Drive & Rio Hondo Avenue, El Monte	640,000	sf	Retail
			50,000	sf	Restaurant
			250	Rooms	Hotel
			600	DU	Condominium
16	Irwindale Regional Shopping Center	500 Speedway Drive, Irwindale	700,000	sf	Shopping center
					Remove Existing Speedway
17	Irwindale Materials Recovery and Transfer Station	2200 Arrow Highway, Irwindale			Material recovery facility and transfer station
18	Olive Pit Mining & Reclamation Project	bound by Olive St, Azusa Canyon Road, Los Angeles Street, and North Park Avenue & Phelan Avenue, Baldwin Park	190	acres	



SOURCE: ESRI

Baldwin Park Downtown TOD Specific Plan Project . 130953

Figure 2-11

Related Projects

CHAPTER 3
Environmental Setting, Impacts and Mitigation Measures

3.1 Aesthetics

Introduction

This section describes existing aesthetic and visual resources within and visible from the Specific Plan area and the potential impact of the proposed project on those resources. In particular, descriptions of existing visual characteristics, both within and in the vicinity of the Specific Plan area, are presented, and potential project-related impacts to aesthetic and visual resources, such as increased light and glare or impacts to scenic views, evaluated.

3.1.1 Environmental Setting

Regional Character

Baldwin Park is situated between the San Gabriel Foothills and Los Angeles National Forest to the north, and the Los Angeles Basin to the south, east, and west. In general, the region including Baldwin Park is dominated by suburbanized landscapes that consist of shopping centers and malls; freeways; streets; residential neighborhoods with schools, churches, and parks; commercial and industrial development, with occasional parks and preserved open space.

On-Site and Surrounding Visual Elements

The Specific Plan area is relatively flat and consists predominantly of medium-density residential (single- and multi-family homes), commercial, government, and industrial uses in mostly one- and two-story wood-framed buildings with stucco or wood exteriors in neutral colors in a built-out urbanized environment. With a few exceptions, such as Baldwin Park City Hall and Metrolink Station parking structure, building heights do not tend to exceed approximately 25 feet in height and there is no dominant architectural character defining the area; rather, the architecture throughout the Specific Plan area tends to be nondescript.

Ramona Boulevard, Baldwin Park Boulevard, and Maine Avenue comprise the core of Downtown Baldwin Park. Ramona and Baldwin Park Boulevards are wide four-lane major arterials with some landscaping and street trees, but with few pedestrian amenities, such as adequate sidewalks and benches (see **Figure 3.1-1**, photos 1 and 2). Visually, Ramona Boulevard, around which the Specific Plan area is centered, divides Downtown. Maine Avenue

is also four lanes, but it has no center median and is narrower than Ramona and Baldwin Park Boulevards. Buildings along Ramona Boulevard, Baldwin Park Boulevard, and Maine Avenue are generally no taller than two stories and commercial uses, specifically one-story automobile-oriented commercial buildings, dominate these portions of the Specific Plan area.

Commercial Development

The development pattern and architecture of the commercial uses includes single-story square or rectangular buildings with flat or partially hipped gable roofs. With few exceptions, buildings are sided with neutral (white, beige, peach) stucco and roofs are clad with red tiles. Some exterior ornamentation exists in the form of decorated cornices, colonnades, and/or prominent facades. Deep setbacks are prevalent in the Specific Plan area with large parking lots separating the main strip development from the roadways with smaller stand-alone structures fronting the roadway (see **Figure 3.1-2**, photos 1 and 2).

There is an exception to this commercial development pattern for some portions of the Specific Plan area, including along Ramona Boulevard from approximately Cesar Chavez Boulevard to Maine Avenue, and along the west side of Maine Avenue from Ramona Boulevard to approximately Palm Avenue. In these portions of the Specific Plan area, smaller shops line the road and the development pattern is somewhat reminiscent of a traditional main street. Except along the east side of Maine Avenue where buildings are more modern, the buildings are older and of a smaller format compared to the more modern strip commercial development that is prevalent elsewhere. Although the stores are connected in a typical strip pattern, each storefront contains a unique façade with varying heights, siding materials (stucco or brick), and colors. Awnings of varying shape and color are also intermittently present along the storefronts. Setbacks are non-existent or shallow—along Maine Avenue, only a sidewalk separates the roadway from the storefront, and along Ramona Boulevard, a narrow strip of diagonal parking separates the buildings and the primary roadway.

Landscaping throughout the commercial areas of the Specific Plan area generally consists of ground cover (grass) and short shrubs along mediums and at entrance ways, with small, ornamental trees or tall palm trees placed throughout the parking lots. Signage styles are also typical of strip commercial development and include monument signs at the entrance ways to the development as well as wall signs on the buildings demarcating the individual stores.

Residential Development

Residential development within the Specific Plan area is limited to small multi-family complexes along the north side of Palmrose Street between Maine and Bogart Avenues, single-family residences along Bogart Avenue south of Palmrose Street, single-family homes along Badilla Street between Downing Avenue and Lozano Drive, some multi-family housing along Downing Avenue between Pacific Avenue and Central Avenue, and single-family residences along Sterling Way roughly between Baldwin Park Avenue and Pacific Avenue. Most of the



Photo 1: View of Ramona Boulevard, looking east



Photo 2: View of Ramona Boulevard, looking west

SOURCE: The Arroyo Group

Figure 3.1-1
Photos



Photo 1: Example of strip commercial development within the Specific Plan area



Photo 2: Example of deep setbacks with parking fronting the street

SOURCE: The Arroyo Group

Figure 3.1-2
Photos

single-family residences in the Specific Plan area are modest, single-story homes surrounded by small fenced yards. Architectural styles appear to be individual to each structure. Yards in the rear are not completely visible from the street; partial views reveal rear yards with landscaping and additional structures, including sheds, garages or additional dwelling units. Fences include metal and stucco fences and some chain-link fencing. Paint finishes are largely neutral. Residential streets tend to include mature street trees and plants. Some residential blocks include street trees; on other blocks, trees are mostly found in front yards or can be seen in backyards.

Industrial Development

A small cluster of industrial development exists in the eastern portion of the Specific Plan area. This area is characterized by a small collection of nondescript single-story warehouse-type structures area and some outdoor storage areas that are enclosed with black wrought iron or metal chain-link (and sometimes razor-wire) fencing (see **Figure 3.1-3**, photo 1). Many buildings have no setback from the street. There is very little landscaping along Alderson Avenue, and on-street parking and parking lots are used minimally, giving the streets an empty and unused appearance. This portion of the Specific Plan area also contains a large early 1900s-era warehouse building that was historically used as a Red Car maintenance building (see **Figure 3.1-3**, photo 2). The approximately four-story red brick building features a gable roof with tall open archways on all sides of the building. Given the building's height, massing and distinct architectural style, it is a prominent visual structure compared to the surrounding low-profile industrial uses. However, the building is in need of repair and is surrounded by razor-wire fencing, which gives the site a blighted appearance.

Civic Uses

Civic uses in the Specific Plan area include Morgan Park, the Baldwin Park City Hall, the Arts and Recreation Center, and the Transit Center Parking Structure. Morgan Park occupies a visually prominent location within the Specific Plan area on the northeast corner of Baldwin Park and Ramona Boulevards. Morgan Park provides a different visual experience compared to its immediate surroundings of strip commercial development. Broad, green lawns, rows of lush trees, and colorful children's playgrounds are set in the foreground views while the large Spanish Colonial-style community center featuring a prominent rotunda is visible in the background (see **Figure 3.1-4**, photo 1).

Baldwin Park City Hall is located on the triangular block bounded by Ramona Avenue on the north, Maine/Pacific Avenue on the west, and Bogart Avenue on the south. Unlike Morgan Park, City Hall is positioned behind commercial uses on Ramona Boulevard with its primary entrance located along Maine/Pacific Avenue. The three-story, C-shaped building is oriented to the west and includes a modern architectural style with nods to southwestern details, including alternating bands of beige and gray stucco siding, a red tiled roof, and a horizontal bell tower that is reminiscent of Mission style architecture atop the roof of the southern wing of the building. The primary entrance is introduced by a large, landscaped plaza with a fountain and brick walkways that lead up stairs to the main doors (see **Figure 3.1-4**, photo 2).



Photo 1: Example of industrial development in Specific Plan area



Photo 2: Red brick industrial building in eastern end of Specific Plan area

SOURCE: The Arroyo Group

Figure 3.1-3
Photos



Photo 1: Morgan Park Community Center



Photo 2: Baldwin Park City Hall

SOURCE: The Arroyo Group

Figure 3.1-4
Photos

The Arts and Recreation Center is adjacent to City Hall, and fronts Pacific Avenue at the intersection with Bogart Avenue. It is a two-story, concrete building with Art Deco details along the front and side façades. The Transit Center Parking Structure sits behind Arts and Recreation Center on Bogart Avenue, across the street from the Metrolink tracks. The recently completed five-story parking structure is a large, rectangular, concrete building that includes a pedestrian bridge over Bogart Avenue and the Metrolink train tracks to connect the garage to the station. The parking structure is painted with varying shades of taupe and includes some architectural detailing that subtly mirrors the Art Deco detailing of the adjacent Arts and Recreation Center (see **Figure 3.1-5**, photo 1).

Metrolink Station

Within the Specific Plan area, the Metrolink tracks run adjacent to Bogart Avenue and, after crossing Ramona Boulevard, continue adjacent to Alderson Avenue. The primary pedestrian entrance to the Metrolink Station is located at the southwestern corner of Ramona Boulevard and Bogart Avenue and is demarcated by a small plaza with artistic tiling as well as a stone arch civic art sculpture (**Figure 3.1-5**, photo 2). Despite these demarcations, the station itself is somewhat visually obscured from Ramona Boulevard as it is positioned behind buildings and landscaping. The station is an open air platform that includes arched shelters and surface parking adjacent to the tracks.

Light and Glare

Nighttime lighting is associated with the existing urban development is present within the Specific Plan area and in the surrounding area and includes street lights, building façade lighting, and illumination from vehicle headlights. Sensitive receptors relative to glare include residents living in the Specific Plan area, and motorists and pedestrians passing through the Specific Plan area on the streets.

There are no buildings, structures, or facilities in the Specific Plan area that presently generate substantial glare since most of the buildings are constructed of non-reflective materials and have few windows. Surface parking lots are currently the only substantial source of glare from sunlight or exterior light reflecting from cars.

Surrounding Scenic Resources

The Specific Plan area comprises the majority of Baldwin Park's Downtown and is largely surrounded by residential uses. As discussed above, the San Gabriel Mountains comprise northerly views for many communities in the San Gabriel Valley. From within the Specific Plan area, these views are particularly prominent along north-south corridors, including Maine Avenue and Baldwin Park Boulevard. In addition, views of the San Gabriel Mountains are available from Downing Avenue or Alderson Avenue where the buildings and street trees are generally of lower profile and more interspersed. Views of the San Gabriel Mountains are also intermittently available along Ramona Boulevard, where views of the mountains are available over the tops of the predominantly low-rise buildings; however, these views are often obscured by intervening buildings or landscaping.



Photo 1: Transit Center Parking Structure



Photo 2: Civic Art Sculpture at Metrolink Station

SOURCE: The Arroyo Group

Figure 3.1-5
Photos

3.1.2 Regulatory Setting

State

Scenic Highway Program

Established in 1963, California's Scenic Highway Program is administered by Caltrans and is designed to preserve and protect scenic highway corridors from changes that would diminish their aesthetic value. A highway may be designated scenic depending upon how much of the natural landscape can be seen by travelers, the scenic quality of the landscape, and the extent to which development intrudes upon the traveler's enjoyment of the view. The city or county in which the highway is located must adopt a Corridor Protection Program that consists of ordinances, zoning and/or planning policies that would preserve the scenic quality of the corridor, or they must document such regulations that already exist in various portions of local codes. A highway may also be listed as "eligible" for designation as a scenic highway before.

Local

Baldwin Park General Plan Urban Design Element

Adopted as part of the *Baldwin Park 2020 General Plan* in 2002, the stated purpose of the *Urban Design Element* (Design Element) is to address "the City's visual and aesthetic resources, focusing on the quality and character of public areas and private development in Baldwin Park. It builds upon the Land Use Element." Its stated scope is to define "Downtown and other major districts, neighborhoods, freeway corridors, boulevards, and open spaces with distinctive appearances and qualities" (City of Baldwin Park, 2002).

This element addresses six major goals:

(1) Provide urban design opportunities for gateway entrances in Baldwin Park;

(2) Establish a positive image on the I-10 San Bernardino Freeway corridor;

(3) Establish Downtown as a pedestrian-oriented zone;

(4) Enhance the aesthetic quality of development in the City; and

(5) Improve streetscape environments to enhance the city's environmental conditions; and

(6) Enhance residential neighborhoods in Baldwin Park.

The Design Element specifically identifies streets that should be given high priority for upgrading the City's image; they include Baldwin Park Boulevard, Ramona Boulevard, Pacific Avenue, and Maine Avenue.[1] Upgrading, according to the Design Element, should include the following streetscape improvements:

- Street trees;
- Underground utilities;

[1] The other street, not relevant to the proposed project, is Arrow Highway.

- Street furniture;
- Enhanced paving;
- Graphics and signage; and
- Lighting.

Street furniture and fixtures (pole masts and arms for street lighting, signalization and signage, bus benches, bollards, news racks, planters and tree grates) should follow a consistent design. Enhanced paving should be distinctive and used for all future crosswalks. A consistent style for graphics should also be adopted that includes size, lettering, colors, symbols, and logos. Distinctive lighting should be adopted to accent lighting for landscaping and "key landmark buildings, decorative pedestrian lighting fixtures, and the use of high-pressure sodium bulbs to create warm illumination tones" (City of Baldwin Park, 2002).

In addition, the Design Element defines Downtown as the portion of Ramona Boulevard between Baldwin Park Boulevard and Bogart Avenue, and the section of Maine Avenue between Ramona Boulevard and Clark Street. It goes on to state:

> Currently, Downtown lacks a pedestrian-friendly environment because the expansive Ramona Boulevard width tends to divide the north and south sides of Downtown. There is also a lack of direct access to the Metrolink Station, City Hall, and to Morgan Park. Downtown has all the elements to be a pedestrian-friendly environment. The challenge is to link the key Downtown elements, calm traffic, and improve the aesthetic image through design and quality materials.

The Design Element specifically notes that to enhance the concept of a pedestrian-friendly Downtown, "key Downtown elements are recommended to be visually and functionally linked in order to foster pedestrian activity between the commercial core, City Hall, Morgan Park, Post Office, future mixed-use housing, the Metrolink Station and other Key Downtown destinations" (City of Baldwin Park, 2002). The identified pedestrian improvements include mid-block crossings; paseos; colonnades, and Metrolink connections.

In residential neighborhoods, the Design Element recommends fence alternatives, such as hedges.

The following are goals and policies that are relevant to the proposed Project.

Goal 3.0 Establish Downtown as a pedestrian-friendly environment.

Policy 3.1 Define Downtown as a pedestrian-overlay zone and require that new uses and buildings enhance pedestrian activity through the use of:

- Walls which are aesthetically treated by the use of color, textured materials, offset planes, recessed entries and windows, columns, and other architectural details to provide visual interest to pedestrians

- Extensive landscaping, including trees, flowering shrubs and groundcover
- Pedestrian amenities, such as street furniture, trash receptacles and signage oriented to the pedestrian
- Design amenities related to the street-level, such as awnings, colonnades, arcades and paseos
- Visual access to the interior of buildings

Policy 3.2 Develop a streetscape program, including signage, undergrounding of utility lines, and street tree planting, to improve the appearance of Maine Avenue. Establish a district gateway entrance into Downtown by extending Maine Avenue streetscape concept from Downtown north to the Performing Arts Center.

Policy 3.3 Examine potential transit opportunities which could be developed to link this area with the Metrolink station.

Policy 3.4 Establish a pedestrian linkage between the Metrolink Station and Downtown.

- Connect to Downtown by establishing a street promenade from Railroad Avenue to Ramona Boulevard
- Enhance the west pedestrian connection on Downing Avenue to City Hall and Downtown
- Evaluate the establishment of a pedestrian crossing over the rail right-of-way to connect the Metrolink Station to Downtown. Alternatives to consider include: at grade crossing, pedestrian bridge and second level pedestrian way connecting a building.

Policy 3.5 Create an active “paseo” in the courtyard of City Hall to connect to Downtown. Continue the colonnade concept on Maine Avenue to the south side of Ramona Boulevard connecting to the City Hall courtyard. Provide a paseo between the City Hall courtyard to the street promenade, and enhance with landscaping, paving and lighting.

Policy 3.6 Establish a mid-block pedestrian connection between the north and south side of Ramona Boulevard with a pedestrian activated signal. Utilize traffic calming techniques such as enhanced paving within the crossing to provide a visual and auditory change in surfaces.

Policy 3.7 Extend the Maine Avenue streetscape south on Pacific Avenue to Dalton Wash.

Policy 3.8 Establish public graphics and signage for Downtown.

- Develop Downtown logo
- Develop public graphics and signage program for Downtown

Policy 3.9 Consider Downtown as a museum without walls by creating areas for public art such as murals, sculptures, and fountains.

Policy 3.10 Complete streetscape improvements on the south side of Ramona Boulevard

- Provide street trees, street furniture and aesthetic wall and fencing design for the Corridor.
- Complete undergrounding of the utility lines on Ramona Boulevard.

Goal 4.0 Enhance the aesthetic quality of development in the City.

Policy 4.1 Require that signage on commercial structures be compatible and integrated within the structure's architecture.

Policy 4.2 Review and revise, as necessary, the City's development standards to improve the quality of new development and to protect public health and safety.

Goal 5.0 Promote urban forestry concepts to enhance the environmental conditions in the city by providing shade, shelter from inclement weather, improved air quality, and aesthetic improvements to neighborhoods.

Policy 5.1 Develop a city-wide master street tree plan.

Policy 5.2 Coordinate street tree planting with street widening and sidewalk improvement projects.

Policy 5.3 Maintain and conserve existing street trees, and require replacement when trees are removed.

Policy 5.4 Establish street tree management plan and policies to monitor, maintain and replace the City's street trees.

Policy 5.5 Encourage residents to be active in taking care of their parkway trees. Provide educational programs and materials in the care of trees and concepts of urban forestry.

Policy 5.6 Establish a priority plan and program to underground utility lines at key areas in the City to provide tree planting opportunities.

Goal 6.0 Enhance the neighborhood environments within Baldwin Park.

Policy 6.1 Provide guidelines for aesthetically pleasing front yard fencing and fence hedge plantings to minimize the utility chain-link gated look.

Policy 6.2 Buffer residential from non-residential uses with aesthetically pleasing walls, landscaping and/or fencing.

Policy 6.3 Provide educational programs and materials for residential landscaping and water conservation methods. Provide plant list suitable for Baldwin Park's horticultural environment.

Policy 6.4 Within residential streets, select street trees which will provide substantial amount of shade and provide canopies over the street at maturity.

Baldwin Park General Plan Land Use Element

The Baldwin Park General Plan Land Use Element includes some policies and goals relevant to visual quality in the Downtown. These policies complement goals and policies already identified in the Design Element.

Policy 2.5 Require that multi-family, commercial and industrial development provide adequate buffers (such as decorative walls and landscaped setbacks) at the designated boundaries with adjacent uses to prevent impacts on residences due to noise, traffic, parking, light and glare, and differences in scale; to ensure privacy; and to provide visual compatibility.

Policy 2.6 Require 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.

Policy 3.7 As part of neighborhood beautification efforts, provide street trees and landscaping in the public right-of-way.

Policy 10.2 Improve the physical appearance of Ramona Boulevard with street trees, a landscaped median, and other features to encourage motorists to stop and shop.

Baldwin Park Municipal Code Section 153.140.040 Light and Glare

Section 153.140.040 establishes light and glare performance standards for development within the city, including standards related to acceptable candle-power of lighting, the height of lighting support structures, lighting shielding, and sign lighting. Specifically, Section 153.140.040 mandates that candle-power shall be the minimum necessary in order to achieve the purpose of the light and that all lights shall be directed, oriented and shielded to prevent light from shining onto adjacent properties, onto public rights-of-way, and into driveway areas in a manner that would obstruct motorists' vision.

3.1.3 Thresholds of Significance

In accordance with Appendix G of the *CEQA Guidelines*, the project could have a significant impact on aesthetics if it would:

- Have a substantial adverse effect on a scenic vista;
- Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway;

- Substantially degrade the existing visual character or quality of the site and its surroundings;
- Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area.

As described in the NOP/Initial Study prepared for this project (Appendix A) the Specific Plan area is not within the viewshed of a state scenic highway and this issue requires no further analysis in the EIR.

Under CEQA, an impact on views is considered significant if a view of a public scenic vista, scenic resource, public object of aesthetic significance, or valued view is impeded or obstructed from a *public* vantage point. Views enjoyed from a particular private vantage point are generally not protected. As the Court of Appeal held in *Topanga Beach Renters Assn. v. Department of General Services* (1976) 58 Cal.App.3d 188, 195, "[t]he issue is not whether [the Project] will adversely affect particular persons, but whether [the Project] will adversely affect the environment of persons in general."

3.1.4 Methodology

The project proposes to redevelop Downtown Baldwin Park with pedestrian-friendly and transit-oriented uses with the intent of creating a strong urban character and identity. This would include new architectural and design standards, signage, landscaping, incorporation of Complete Streets principles, and the possibility of buildings that could reach 50 feet in height, approximately four stories in height, in some portions of the Specific Plan area. The potential aesthetic impacts of the proposed project are evaluated considering such factors as the scale, mass, proportion, orientation, architectural detailing, and landscaping/buffering associated with the design of buildings that would occur under the proposed project as compared to existing conditions and to determine if those changes would result in adverse impacts on the aesthetic resources identified in the significance thresholds.

This analysis takes into consideration viewer sensitivity or concern, which is based, in part, on the visibility of resources in the landscape, the proximity of viewers to the visual resources, the relative elevation of viewers to the visual resources, the frequency and duration of views, the number of viewers, and the types and expectations of the individuals and viewer groups. Generally, visual sensitivity increases with an increase in total number of viewers, the frequency of viewing, and the duration of views. Visual sensitivity is generally higher for views seen by people who are driving for pleasure, engaging in recreational activities or who are homeowners. Sensitivity is generally lower for people commuting to and from work.

3.1.5 Impact Analysis

Impact 3.1-1: The proposed project could have a substantial adverse effect on a scenic vista.

A scenic vista is usually a view of a valued resource, such as waterways, the ocean, hills, valleys, or mountains. The *Baldwin Park 2020 General Plan*, through its Land Use, Urban Design, and Open Space and Conservation Elements, does not identify or designate scenic vistas or viewsheds in Baldwin Park.

Scenic views are limited in the Specific Plan area due to surrounding development and the relatively flat topography of the site. 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. Views could include Morgan Park, landscaping, and other elements of urban life. From the vantage point of a pedestrian or a motor vehicle from public right-of-way, views to the north are often obstructed because of existing urban development and the slight southwest trend of the topography. However, views of the San Gabriel Mountains to the north can be considered a scenic vista. The scale of the San Gabriel Mountains places the mountains in every northward view and public right-of-way. 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 Urban Design Element establishes the City's intent to beautify certain important streets, city entrances, and neighborhoods to enhance their aesthetic value. However, this effort would not create scenic vistas in Baldwin Park's already urbanized environment.

The proposed project would result in more intense urbanization than currently exists and could introduce taller buildings than currently exist in the Specific Plan area. Buildings constructed under the proposed Specific Plan would be allowed to reach four stories, or no greater than 50 feet in height, which is approximately four stories. Buildings along the north and west perimeter of the project site would be limited in height to 55 feet and 65 feet in height and street segments that now are dominated by one-story buildings would be replaced with taller buildings. Buildings that are 50 feet in height (four stories) may obscure some of the views of the mountains to the north that are currently visible above existing buildings; however, views of the mountains would still be visible between buildings, along street right-of-way, and public walkways. Views would remain along the perimeter of the Specific Plan area, as well as between buildings, and on streets with a north-south orientation or a northeast-southwest orientation. With build out of the proposed Specific Plan the existing scenic vistas that exist from northward views within roadways and intersections that provide views of this mountain range would not be impacted.

Furthermore, the proposed project would not introduce structures that would dramatically alter the views available of the Specific Plan area from other areas in the region, which is dominated by urbanized and suburban development in the foreground and the San Gabriel Mountains in the background. Therefore, the implementation of the proposed Specific Plan would result in a less than significant impact to scenic vistas.

Mitigation Measures: No mitigation required

Significance Determination: Less than significant

Impact 3.1-2: Substantially degrade the existing visual character or quality of the site and its surroundings.

The proposed Specific Plan would alter the existing visual character throughout the Specific Plan area by establishing a new, more concentrated development pattern throughout Downtown and, while allowing for some flexibility in terms of architectural styles and building massing, would also define new development and design standards. Design standards contained in the proposed Specific Plan provide architectural guidelines, setbacks, sidewalk widths, signage standards, a streetscape and landscaping plan (with a specific plant and tree palette identified for all street segments throughout the Specific Plan area), and lighting standards to create an environment that attracts pedestrians users.

The Specific Plan would implement development that would change the area from a predominantly horizontal development pattern to more of a vertical development pattern, where residential units would be located the upper floors of a ground-floor commercial buildings. Streetscapes would change through the introduction of more landscaping and street trees in order to better define a sense of place; wider sidewalks, new lighting and the introduction of street furniture (planters, benches, bicycle parking, trash receptacles, etc), and the introduction of more public art. Gateways would be defined at major entrances to Downtown, such as at the intersection of Ramona and Baldwin Park Boulevards or Ramona Boulevard and Downing Avenue; or at minor entrances such as at Maine Avenue and Clark Street, or Pacific Avenue and Downing Avenue. Large surface parking lots would be discouraged and ultimately eliminated by moving parking lots to the mid-block areas behind building frontages. Lighting would also change in order to add ambience and increase the sense of security. Mid-block street crossing would be added along the major thoroughfares, such as Ramona Boulevard, in order to increase pedestrian connectivity throughout the entire Downtown area as well. A new Arts Park across from City Hall would also be introduced, which would increase the amount of open space in the Downtown area. The Specific Plan would enhance, not degrade, the visual character and quality of the area.

The Specific Plan provides design guidelines to enhance the pedestrian experience in these areas, including the incorporation of architectural elements on the façades, height and massing recommendations, and architectural style guidelines. The development standards, design guidelines, and streetscape improvements described above would achieve a unifying and identifying character to the Downtown area. Overall, while the Specific Plan would alter the existing visual character of the Specific Plan area, it would not substantially degrade the

area or the surrounding area. Impacts related to visual quality and character would be less than significant.

Mitigation Measures: No mitigation required

Significance Determination: Less than significant

Impact 3.1-3: Create a new source of substantial light or glare that could adversely affect day or nighttime views of the area.

The proposed Specific Plan area is in an urbanized area surrounded by a mix of residential, retail, and industrial land uses. Sources of light and glare include interior and exterior building lighting, parking lot lighting, and landscape lighting. The project proposes higher density uses than currently exist, which could potentially increase ambient or "spillover" light in the Specific Plan area.

Glare is defined as the sensation produced by any brightness within the visual field that is sufficiently greater than the luminance to which the eyes are adapted to cause annoyance, discomfort, or loss of vision, and can emanate from many different sources, some of which include direct sunlight, sunlight reflecting from cars or buildings, and bright outdoor or indoor lighting. Because the project proposes increased density, the project has the potential to create substantially more daytime glare than currently exists within the Specific Plan area. If not properly designed, sunlight reflecting from windows during the day could create a substantial increase in glare, and increased exterior lighting would have the potential to increase glare, as well.

However, light fixtures are required to adhere to requirements of Section 153.140.040 of the Baldwin Park Municipal Code related to candle-power and shielding. In addition, development standards contained within the proposed Specific Plan state that lighting shall be low mounted and downward casting in a manner that reduces light trespass onto adjacent properties. Further, Policy 2.6 of the General Plan Land Use Element requires that the external lighting be confined to the site to avoid adverse impacts on adjacent land uses due to light spillover or glare. With compliance with the Municipal Code, development standards contained within the Specific Plan, and with the City's General Plan, impacts related to increased sources of light and glare would be less than significant.

Mitigation Measures: No mitigation required

Significance Determination: Less than significant

Cumulative Analysis

Visual Character and Scenic Resources

The cumulative aesthetics study area for the proposed Specific Plan is the viewshed (locations that can view the Specific Plan areas and locations that can be viewed from within the Specific Plan area) that the Specific Plan lies within. Of the related projects listed in Table 2-6, two are within the viewshed of the Specific Plan area and involve residential and commercial developments. Similar to the proposed land uses under the Specific Plan, the related projects

comprise infill development that would be consistent with the existing urban and developed character of the viewshed area.

There are no eligible or officially designated scenic highways affected by the proposed Specific Plan. No scenic vistas have been identified by the City's General Plan and as discussed under Impact 3.1-1, no scenic vistas would be adversely impacted from implementation of the proposed Specific Plan; thus, the Specific Plan would not result in impacts that could combine with other projects to result in cumulatively considerable effects. Conversely, the Specific Plan design guidelines would result in an improvement in aesthetics and enhancement of character within the Specific Plan area. Therefore, implementation of the Specific Plan, when combined with the past, present, and reasonably foreseeable cumulative projects would not be cumulatively considerable.

Light and Glare

The Specific Plan area is urban and developed, and currently produces light from various urban sources, such as roadways, lighted parking lots, commercial and residential exterior lighting, within the Specific Plan area and its vicinity. Because the related projects are similar in character and intensity as existing development and proposed land uses under the Specific Plan, implementation of the proposed Specific Plan in conjunction with the related projects could gradually result in an increase in lighting throughout the Specific Plan area and vicinity. The cumulative development could also incrementally contribute to cumulative daytime glare and reflective impacts. However, the City's regulations (Municipal Code Section 153.140.040) provide light and glare performance standards for development within the City. These regulations state that lighting shall be the minimum necessary in order to achieve the purpose of the light and that all lights shall be directed, oriented and shielded to prevent light from shining onto adjacent properties, onto public rights-of-way, and into driveway areas in a manner that would obstruct motorists' vision. With implementation of this existing municipal code regulation, the development that would occur by the proposed Specific Plan would not combine with the related projects to result in a cumulatively adverse impact related to lighting or glare. Therefore, implementation of the Specific Plan, when combined with the past, present, and reasonably foreseeable cumulative projects would not be cumulatively considerable.

Significance Determination: Less than cumulatively considerable

References – Aesthetics

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

City of Baldwin Park, *Manual for Living Streets Design*, May 2012.

City of Baldwin Park, Municipal Code Section 153.140.040, Light and Glare, accessed at http://www.amlegal.com/nxt/gateway.dll/California/baldwin/cityofbaldwinparkcaliforniacodeofordinan?f=templates$fn=default.htm$3.0$vid=amlegal:baldwinpark_ca, November 17, 2014.

US Federal Highway Administration, *Scenic America*, http://www.scenic.org/byways, accessed March 27, 2008.

3.2 Air Quality

Introduction

This section addresses the impacts of the proposed Downtown Transit Oriented Development (TOD) Specific Plan on ambient air quality and the exposure of people, especially sensitive individuals, to unhealthful pollutant concentrations. Specifically, this section analyzes pollutant emissions that would be generated by the construction and operation of the proposed Specific Plan.

3.2.1 Environmental Setting

Climate and Meteorology

Air quality is affected by both the rate and location of pollutant emissions and by meteorological conditions that influence movement and dispersal of pollutants. Atmospheric conditions such as wind speed, wind direction, and air temperature gradients, along with local topography, provide the link between air pollutant emissions and air quality. The Specific Plan area is located within the South Coast Air Basin (SCAB), an approximately 6,745-square-mile area bounded by the Pacific Ocean to the west and the San Gabriel, San Bernardino, and San Jacinto Mountains to the north and east. The SCAB includes all of Orange County and the non-desert portions of Los Angeles, Riverside, and San Bernardino counties, in addition to the San Gorgonio Pass area in Riverside County. The Basin is a coastal plain with connecting broad valleys and low hills, and its terrain and geographical location determine its distinctive climate. The general region lies in the semi-permanent high-pressure zone of the eastern Pacific, resulting in a mild Mediterranean climate tempered by cool sea breezes with light average wind speeds. The usually mild pattern of the climate is interrupted occasionally by periods of extremely hot weather, winter storms, or Santa Ana winds.

Factors such as wind, sunlight, temperature, humidity, rainfall, and topography all affect the accumulation and dispersion of pollutants throughout the Basin, making it an area of high pollution potential. This condition is generally attributed to the large amount of pollutant emissions, light winds, and shallow vertical atmospheric mixing. Vertical dispersion of air pollutants in the SCAB is hampered by the presence of persistent temperature inversions. High-pressure systems, such as the semi-permanent high-pressure zone in which the SCAB is located, are characterized by an upper layer of dry air that warms as it descends, restricting mobility in the formation of subsidence inversions. Such inversions restrict the vertical dispersion of air pollutants released into the marine layer and, together with strong sunlight, can produce worst-case conditions for the formation of smog.

Most of the annual rainfall in the SCAB occurs from November through April. The dominant daily wind pattern is a daytime sea breeze and a nighttime land breeze, except when winter storms or northeasterly Santa Ana winds flow from the mountains and deserts north of the SCAB to the ocean. The transport of ocean air across the SCAB in an easterly direction over the mountains moves air quality pollutants out of the SCAB. However, when westerly winds are

stagnant or inversions occur, pollutants become trapped within the SCAB, resulting in higher levels of pollutants.

Sources of air emissions can be categorized as either stationary or mobile sources. Stationary sources can be divided into two major subcategories: point and area sources. Point sources occur at an identified location and are usually associated with manufacturing and industry. Baldwin Park contains single-family residential neighborhoods that surround a small Downtown, which contains a mix of commercial and nearby industrial development strategically located near the I-605 and I-10 freeways. The primary source of air pollutants in the vicinity of the Specific Plan area are from mobile sources (e.g., motor vehicles and trucks that traverse the local roadway network and diesel operated freight and Metrolink trains). Additional emission sources stem from residential, commercial, and industrial land uses and include landscaping and lawn care equipment, water heaters, painting activities, and landfills. Residential land uses also produce emissions from consumer products, such as lighter fluid and hair spray. Additional indirect emissions result from electricity generation to provide electricity to the existing uses.

Ambient Air Quality Standards

Regulation of air pollution is achieved through both federal and state ambient air quality standards and emission limits for individual sources of air pollutants. As required by the federal Clean Air Act, the U.S. Environmental Protection Agency (USEPA) has identified criteria pollutants and has established National Ambient Air Quality Standards (NAAQS) to protect public health and welfare. NAAQS have been established for ozone (O_3), carbon monoxide (CO), nitrogen dioxide (NO_2), sulfur dioxide (SO_2), particulate matter (PM_{10} and $PM_{2.5}$), and lead (Pb). These pollutants are called “criteria” air pollutants because standards have been established for each of them to meet specific public health and welfare criteria.

To protect human health and the environment, the USEPA has set “primary” and “secondary” maximum ambient limits for each of the criteria pollutants. Primary standards were set to protect human health, particularly sensitive receptors such as children, the elderly, and individuals suffering from chronic lung conditions such as asthma and emphysema. Secondary standards were set to protect the natural environment and prevent damage to animals, crops, vegetation, and buildings.

The NAAQS establish the level for an air pollutant above which detrimental effects to public health or welfare may result. The NAAQS are defined as the maximum acceptable concentrations that, depending on the pollutant, may not be equaled or exceeded more than once per year or in some cases as a percentile of observations. California has generally adopted more stringent ambient air quality standards for the criteria air pollutants (i.e., California Ambient Air Quality Standards) and has adopted air quality standards for some pollutants for which there is no corresponding national standard, such as sulfates, hydrogen sulfide, vinyl chloride, and visibility-reducing particles. Both the national and State ambient air quality standards for pollutants along with their associated health effects and sources are presented in **Table 3.2-1**.

TABLE 3.2-1
AMBIENT AIR QUALITY STANDARDS FOR CRITERIA POLLUTANTS

Pollutant	Averaging Time	State Standard	National Standard	Pollutant Health and Atmospheric Effects	Major Pollutant Sources
Ozone	1 hour	0.09 ppm	---	High concentrations can directly affect lungs, causing irritation. Long-term exposure may cause damage to lung tissue.	Formed when ROG and NO_X react in the presence of sunlight. Major sources include on-road motor vehicles, solvent evaporation, and commercial / industrial mobile equipment.
	8 hours	0.07 ppm	0.075 ppm		
Carbon Monoxide (CO)	1 hour	20 ppm	35 ppm	Classified as a chemical asphyxiant, carbon monoxide interferes with the transfer of fresh oxygen to the blood and deprives sensitive tissues of oxygen.	Internal combustion engines, primarily gasoline-powered motor vehicles.
	8 hours	9.0 ppm	9 ppm		
Nitrogen Dioxide (NO_2)	1 hour	0.18 ppm	0.100 ppm	Irritating to eyes and respiratory tract. Colors atmosphere reddish-brown.	Motor vehicles, petroleum refining operations, industrial sources, aircraft, ships, and railroads.
	Annual Arithmetic Mean	0.030 ppm	0.053 ppm		
Sulfur Dioxide (SO_2)	1 hour	0.25 ppm	75 ppb	Irritates upper respiratory tract; injurious to lung tissue. Can yellow the leaves of plants, destructive to marble, iron, and steel. Limits visibility and reduces sunlight.	Fuel combustion, chemical plants, sulfur recovery plants, and metal processing.
	3 hours	---	0.50 ppm		
	24 hours	0.04 ppm	0.14 ppm		
	Annual Arithmetic Mean	---	0.03 ppm		
Respirable Particulate Matter (PM10)	24 hours	50 µg/m^3	150 µg/m^3	May irritate eyes and respiratory tract, decreases in lung capacity, cancer and increased mortality. Produces haze and limits visibility.	Dust and fume-producing industrial and agricultural operations, combustion, atmospheric photochemical reactions, and natural activities (e.g., wind-raised dust and ocean sprays).
	Annual Arithmetic Mean	20 µg/m^3	---		
Fine Particulate Matter (PM2.5)	24 hours	---	35 µg/m^3	Increases respiratory disease, lung damage, cancer, and premature death. Reduces visibility and results in surface soiling.	Fuel combustion in motor vehicles, equipment, and industrial sources; residential and agricultural burning; Also, formed from photochemical reactions of other pollutants, including NO_X, sulfur oxides, and organics.
	Annual Arithmetic Mean	12 µg/m^3	12 µg/m^3		
Lead (Pb)	30 Day Average	1.5 µg/m^3	---	Disturbs gastrointestinal system, and causes anemia, kidney disease, and neuromuscular and neurological dysfunction (in severe cases).	*Present source:* lead smelters, battery manufacturing and recycling facilities. Past source: combustion of leaded gasoline.
	Calendar Quarter	---	1.5 µg/m^3		
	Rolling 3-Month Average	---	0.15 µg/m^3		
Hydrogen Sulfide	1 hour	0.03 ppm	No National Standard	Nuisance odor (rotten egg smell), headache and breathing difficulties (higher concentrations)	Geothermal power plants, petroleum production and refining
Sulfates (SO_4)	24 hour	25 µg/m^3	No National Standard	Decrease in ventilatory functions; aggravation of asthmatic symptoms; aggravation of cardio-pulmonary disease; vegetation damage; degradation of visibility; property damage.	Industrial processes.
Visibility Reducing Particles	8 hour	Extinction of 0.23/km; visibility of 10 miles or more	No National Standard	Reduces visibility, reduced airport safety, lower real estate value, and discourages tourism.	See $PM_{2.5}$.

NOTE: ppm = parts per million; ppb = parts per billion; µg/m^3 = micrograms per cubic meter.

SOURCE: CARB, 2013a.

Criteria Air Pollutants

Ozone

Ozone, the main component of photochemical smog, is primarily a summer and fall pollution problem. Ozone is not emitted directly into the air, but is formed through a complex series of chemical reactions involving other compounds that are directly emitted. These directly emitted pollutants (also known as ozone precursors) include reactive organic gases (ROGs) or volatile organic compounds (VOCs), and oxides of nitrogen (NOx). While both ROGs and VOCs refer to compounds of carbon, ROG is a term used by CARB and is identified based on a list of carbon compounds that exempts carbon compounds determined by CARB to be nonreactive. VOC is a term used by the USEPA and is identified based on USEPA's separate list of exempted compounds it identifies as having negligible photochemical reactivity. The time period required for ozone formation allows the reacting compounds to spread over a large area, producing regional pollution problems. Ozone concentrations are the cumulative result of regional development patterns rather than the result of a few significant emission sources.

Once ozone is formed it remains in the atmosphere for one or two days. Ozone is then eliminated through reaction with chemicals on the leaves of plants, attachment to water droplets as they fall to earth ("rainout"), or absorption by water molecules in clouds that later fall to earth with rain ("washout").

Short-term exposure to ozone can irritate the eyes and cause constriction of the airways. In addition to causing shortness of breath, ozone can aggravate existing respiratory diseases such as asthma, bronchitis, and emphysema.

Carbon Monoxide

CO, a colorless and odorless gas, is a relatively non-reactive pollutant that is a product of incomplete combustion and is mostly associated with motor vehicles. When inhaled at high concentrations, CO combines with hemoglobin in the blood and reduces the oxygen-carrying capacity of the blood. This results in reduced oxygen reaching the brain, heart and other body tissues. This condition is especially critical for people with cardiovascular diseases, chronic lung disease, or anemia. CO measurements and modeling were important in the early 1980s when CO levels were regularly exceeded throughout California. In more recent years, CO measurements and modeling have not been a priority in most California air districts due to the retirement of older polluting vehicles, lower emissions from new vehicles, and improvements in fuels.

Nitrogen Dioxide

NO_2 is a reddish-brown gas that is a by-product of combustion processes. Automobiles and industrial operations are the main sources of NO_2. Combustion devices emit primarily nitric oxide (NO), which reacts through oxidation in the atmosphere to form NO_2. The combined emissions of NO and NO_2 are referred to as NOx, which are reported as equivalent NO_2. Aside from its contribution to ozone formation, NO_2 can increase the risk of acute and chronic respiratory disease and reduce visibility. NO_2 may be visible as a coloring component of a brown cloud on high pollution days, especially in conjunction with high ozone levels.

Sulfur Dioxide

SO_2 is a colorless, extremely irritating gas or liquid that enters the atmosphere as a pollutant mainly as a result of burning high sulfur-content fuel oils and coal, and from chemical processes occurring at chemical plants and refineries. When SO_2 oxidizes in the atmosphere, it forms sulfur trioxide (SO_3). Collectively, these pollutants are referred to as sulfur oxides (SOx).

Major sources of SO_2 include power plants, large industrial facilities, diesel vehicles, and oil-burning residential heaters. Emissions of SO_2 aggravate lung diseases, especially bronchitis. This compound also constricts the breathing passages, especially in people with asthma and people involved in moderate to heavy exercise. SO_2 potentially causes wheezing, shortness of breath, and coughing. Long-term SO_2 exposure has been associated with increased risk of mortality from respiratory or cardiovascular disease.

Particulate Matter

PM_{10} and $PM_{2.5}$ consist of particulate matter that is 10 microns or less in diameter and 2.5 microns or less in diameter, respectively (a micron is one-millionth of a meter). PM_{10} and $PM_{2.5}$ represent fractions of particulate matter that can be inhaled into the air passages and the lungs and can cause adverse health effects. Acute and chronic health effects associated with high particulate levels include the aggravation of chronic respiratory diseases, heart and lung disease, and coughing, bronchitis and respiratory illnesses in children. Recent mortality studies have shown an association between morbidity and mortality and daily concentrations of particulate matter in the air. Particulate matter can also damage materials and reduce visibility. One common source of $PM_{2.5}$ is diesel exhaust emissions.

PM_{10} consists of particulate matter emitted directly into the air (e.g., fugitive dust, soot, and smoke from mobile and stationary sources, construction operations, fires, and natural windblown dust) and particulate matter formed in the atmosphere by condensation and/or transformation of SO_2 and ROG. Traffic generates particulate matter that settle onto roadways and parking lots. PM_{10} and $PM_{2.5}$ are also emitted by burning wood in residential wood stoves and fireplaces and open agricultural burning. $PM_{2.5}$ can also be formed through secondary processes such as airborne reactions with certain pollutant precursors, including ROGs, ammonia (NH_3), NOx, and SOx.

Lead

Lead is a metal found naturally in the environment and present in some manufactured products. There are a variety of activities that can contribute to lead emissions, which are grouped into two general categories, stationary and mobile sources. On-road mobile sources include light-duty automobiles; light-, medium-, and heavy-duty trucks; and motorcycles.

Emissions of lead have dropped substantially over the past 40 years. The reduction before 1990 is largely due to the phase-out of lead as an anti-knock agent in gasoline for on-road automobiles. Substantial emission reductions have also been achieved due to enhanced controls in the metals processing industry. In the SCAB, atmospheric lead is generated almost entirely by the combustion of leaded gasoline and contributes less than one percent of the material collected as total suspended particulates. As lead has been well below regulatory thresholds for decades and the Proposed Project is not a source of lead, lead is not discussed further in this analysis.

Toxic Air Contaminants

Concentrations of toxic air contaminants (TACs), also known as hazardous air pollutants (HAPs), are also used as indicators of ambient air quality conditions. A TAC is defined as an air pollutant that may cause or contribute to an increase in mortality or in serious illness, or that may pose a hazard to human health. TACs are usually present in minute quantities in the ambient air; however, their high toxicity or health risk may pose a threat to public health even at low concentrations.

According to The California Almanac of Emissions and Air Quality (CARB, 2009), the majority of the estimated health risk from TACs can be attributed to relatively few compounds, the most important being particulate matter from diesel-fueled engines (diesel PM). Diesel PM differs from other TACs in that it is not a single substance, but rather a complex mixture of hundreds of substances. Although diesel PM is emitted by diesel-fueled internal combustion engines, the composition of the emissions varies depending on engine type, operating conditions, fuel composition, lubricating oil, and whether an emission control system is present.

Unlike the other TACs, no ambient monitoring data are available for diesel PM because no routine measurement method currently exists. However, CARB has made preliminary concentration estimates based on a particulate matter exposure method. This method uses the CARB emissions inventory's PM_{10} database, ambient PM_{10} monitoring data, and the results from several studies to estimate concentrations of diesel PM. In addition to diesel PM, the TACs for which data are available that pose the greatest existing ambient risk in California are benzene, 1,3-butadiene, acetaldehyde, carbon tetrachloride, hexavalent chromium, para-dichlorobenzene, formaldehyde, methylene chloride, and perchloroethylen.

Odorous Emissions

Odors are generally regarded as an annoyance rather than a health hazard. However, manifestations of a person's reaction to foul odors can range from psychological (e.g., irritation, anger, or anxiety) to physiological (e.g., circulatory and respiratory effects, nausea, vomiting, and headache). Offensive odors are unpleasant and can lead to public distress generating citizen complaints to local governments. Although unpleasant, offensive odors rarely cause physical harm. The occurrence and severity of odor impacts depend on the nature, frequency, and intensity of the source, wind speed, direction, and the sensitivity of receptors.

Specific Plan Area Air Quality

SCAQMD maintains a network of air quality monitoring stations located throughout the SCAB and has divided the SCAB into air quality monitoring areas. The Specific Plan area is located in Source Receptor Area (SRA) #9 East San Gabriel Valley with the closest air monitoring station being the East San Gabriel Valley 1 - the Azusa Station, located at 803 N. Loren Avenue in Azusa (approximately 3.5 miles northeast of the Specific Plan area). This station monitors ozone, CO, NO_2, PM_{10} and $PM_{2.5}$. The most recent data available from this monitoring station is provided in **Table 3.2-2** and encompasses the years 2009 through 2013. In addition, Table 3.2-2 also compares the pollutants to the state and national air quality standards. A summary of the

physical properties and associated health effect of each regulated pollutant is summarized following Table 3.2-1.

TABLE 3.2-2
AIR QUALITY DATA SUMMARY (2009-2013) FOR THE PROJECT SITE AND ITS VICINITY

Pollutant	Standard[a]	Monitoring Data by Year				
		2009	2010	2011	2012	2013
O_3						
Highest 1 Hour Average (ppm)[b]		0.150	0.104	0.111	0.134	0.115
Days over State Standard	0.09	23	5	13	18	7
Days over National Standard	0.12	4	0	0	1	0
Highest 8 Hour Average (ppm)[b]		0.107	0.081	0.092	0.079	0.085
Days over State Standard	0.07	32	10	0	18	15
Days over National Standard	0.075	17	3	19	10	6
CO						
Highest 1 Hour Average (ppm)[b]		1.7	1.3	1.4	1.2	1.7
Days over State Standard	20	0	0	0	0	0
Days over National Standard	35	0	0	0	0	0
NO_2						
Highest 1 Hour Average (ppm)[b]		0.10	0.077	0.0795	0.0718	0.0769
Days over State Standard		0	0	0	0	0
Annual Average		0.0194	0.0185	0.0190	0.0195	0.0177
PM_{10}						
Highest 24 Hour Average – State/National ($\mu g/m^3$)[b,d]		74	70	65	78	76
Estimated days over State Standard[c]	50	7	5	9	6	6
Estimated days over National Standard[c]	150	0	0	0	0	0
State Annual Average[d]	20	32	29.8	32.7	30.3	33.0
National Annual Average[d]	--					
$PM_{2.5}$						
Highest 24 Hour Average – National ($\mu g/m^3$)[b]		72.1	44.4	49.5	39.6	29.6
Estimated days over National Standard[c]	65/35[e]	6	1	1	1	0
State Annual Average[d]	12	12.8	10.9	11.4	11.0	10.54
National Annual Average[d]	15					

[a] Generally, state standards are not to be exceeded and federal standards are not to be exceeded more than once per year.

[b] ppm = parts per million; $\mu g/m^3$ = micrograms per cubic meter.

[c] PM-10 and PM-2.5 are not measured every day of the year. "Number of samples" refers to the number of days in a given year during which PM-10 and PM-2.5 were measured at the Azusa station.

[d] State statistics are based on California approved samplers, whereas national statistics are based on samplers using federal reference or equivalent methods.

[e] USEPA lowered the 24 hour PM-2.5 standard from 65 $\mu g/m^3$ to 35 $\mu g/m^3$. Though the current standard is 35$\mu g/m^3$, the estimated days over the national standard refers to days above the 65 $\mu g/m^3$ standard.

NA = Not Available.

SOURCE: SCAQMD, 2009 - 2013.

Both CARB and USEPA use this type of monitoring data to designate areas according to their attainment status for criteria air pollutants. The purpose of these designations is to identify the areas with air quality problems and thereby initiate planning efforts for improvement. The three basic designation categories are nonattainment, attainment, and unclassified. Unclassified is used in an area that cannot be classified on the basis of available information as meeting or not meeting the standards. In addition, the California designations include a subcategory of nonattainment-transitional, which is given to nonattainment areas that are progressing and nearing attainment. The current attainment status for the SCAB is provided in **Table 3.2-3**.

TABLE 3.2-3
SOUTH COAST AIR BASIN ATTAINMENT STATUS

Pollutant	California Standards	Federal Standards
Ozone	Extreme Nonattainment	Severe Nonattainment
CO	Attainment	Unclassified/ Attainment
NO_2	Attainment	Unclassified/ Attainment
SO_2	Attainment	Attainment
PM_{10}	Nonattainment	Attainment
$PM_{2.5}$	Nonattainment	Nonattainment
Lead	Attainment	Nonattainment

SOURCE: CARB, 2013b; USEPA, 2013.

Existing Health Risk in the Surrounding Area

Both SCAQMD and CARB have monitoring networks in the SCAB that measure ambient concentrations of certain toxic air contaminants (TACs) that are associated with important health-related effects and are present in appreciable concentrations in the area. SCAQMD uses this information to determine risks for a particular area. Stationary source TACs tend to be approximately the same level year-round. However, TACs from mobile sources tend to be higher during the fall and winter months (SCAQMD, 2000a). According to the SCAQMD's MATES II study (SCAQMD, 2000a), the Specific Plan area is within 4 cancer risk zones where risk ranges from 871 in one million to 961 in one million, which is largely due to diesel particulate emissions.

Sensitive Receptors

Some people are especially sensitive to air pollution emissions and should be given special consideration when evaluating air quality impacts from projects. The SCAQMD defines typical sensitive receptors as residences, schools, playgrounds, childcare centers, athletic facilities, long-term health care facilities, rehabilitation centers, convalescent centers, and retirement homes (SCAQMD, 1993). The reasons for heightened sensitivity may also include health problems, proximity to the emissions source, and duration of exposure to air pollutants. Land uses such as schools, hospitals, and convalescent homes are considered to be relatively sensitive to poor air quality because the very young, the old, and the infirm are more susceptible to respiratory infections and other air quality-related health problems than the general public. Residential areas

are considered sensitive to poor air quality because people are often at home for extended periods. The nearest sensitive receptors include single-family and multi-family residences near and within the proposed Specific Plan area, as well as the schools, parks, and associated playgrounds located within the Specific Plan area.

3.2.2 Regulatory Setting

Air pollutants are regulated at the national, state, and air basin level; each agency has a different degree of control. USEPA regulates at the national level and CARB regulates at the state level. SCAQMD regulates at the air basin level.

Federal and State

Federal Clean Air Act

The federal Clean Air Act is a comprehensive federal law that regulates air emissions from area, stationary, and mobile sources. This law authorizes USEPA to establish NAAQS to protect public health and the environment. The federal Clean Air Act was passed in 1963, and has since undergone five major amendment cycles. The latest major amendment of the federal Clean Air Act was completed in 1990, with prior major amendments having occurred in 1965, 1967, 1970, and 1977. USEPA utilizes the established NAAQS for six "criteria pollutants" as indicators of air quality, and has established a threshold maximum concentration level for which an adverse effect on human health may occur. Federal standards for these criteria pollutants are shown in Table 3.2-2.

Ambient air quality standards are intended to protect the public health and welfare, and they incorporate an adequate margin of safety. The NAAQS were set to protect public health, including that of sensitive individuals; thus, the standards continue to change as more medical research is available regarding the health effects of the criteria pollutants.

California Clean Air Act

In 1988, the state legislature passed the California Clean Air Act, which established California's air quality goals, planning mechanisms, regulatory strategies, and standards of progress for the first time. The California Clean Air Act provides the state with a comprehensive framework for air quality planning regulation and sets state air quality standards. The California Ambient Air Quality Standards, also shown in Table 3.2-2, incorporate additional standards for most of the criteria pollutants and has set standards for other pollutants recognized by the state such as sulfates, hydrogen sulfide, vinyl chloride, and visibility-reducing particles. In general, the state standards are more health protective than the federal standards.

State Implementation Plan

The 1977 Clean Air Act Amendments require that regional planning and air pollution control agencies prepare a regional Air Quality Plan to outline the measures by which both stationary and mobile sources of pollutants can be controlled in order to achieve all standards specified in the Clean Air Act. For areas that are designated "nonattainment" with respect to a standard, the Clean Air Act specifies future dates for achieving compliance with the NAAQS and mandates that states

submit and implement a State Implementation Plan (SIP) for local areas not meeting these standards. These plans must include pollution control measures that demonstrate how the standards will be met. Similarly, the 1988 California Clean Air Act also requires development of air quality plans and strategies to meet state air quality standards in areas designated as nonattainment (with the exception of areas designated as nonattainment for the state PM standards). Maintenance plans are required for attainment areas that had previously been designated nonattainment in order to ensure continued attainment of the standards.

Toxic Air Contaminants

TACs have been regulated under federal air quality law since the 1977 federal Clean Air Act Amendments. The most recent federal Clean Air Act Amendments (1990) reflect a technology-based approach for reducing TACs. The first phase involves requiring facilities to install Maximum Achievable Control Technology (MACT). The MACT standards vary depending on the type of emitting source. USEPA has established MACT standards for over 20 facilities or activities, such as perchloroethylene dry cleaning and petroleum refineries. The second phase of control involves determining the residual health risk represented by air toxics emissions sources after implementation of MACT standards. Two principal laws provide the foundation for state regulation of TACs from stationary sources. In 1983, the State Legislature adopted Assembly Bill 1807, which established a process for identifying TACs and provided the authority for developing retrofit air toxics control measures on a statewide basis. Air toxics from stationary sources in California are also regulated under Assembly Bill 2588, the Air Toxics "Hot Spots" Information and Assessment Act of 1987. Regulation of TACs from mobile sources has traditionally been implemented through emissions standards for on-road motor vehicles (imposed on vehicle manufacturers) and through specifications for gasoline and diesel fuel sold in California (imposed on fuel refineries and retailers), rather than through land use decisions, air quality permits, or regulations addressing how motor vehicles are used by the general public.

In August 1998, CARB identified particulate emissions from diesel-fueled engines (diesel particulate matter, or DPM) as TACs. CARB developed the *Risk Reduction Plan to Reduce Particulate Matter Emissions from Diesel-Fueled Engines and Vehicles* (CARB, 2000). This document provides a plan to reduce diesel particulate emissions, with the goal of reducing emissions and the associated health risks by 75 percent in 2010 and by 85 percent in 2020. The program aims to require the use of state-of-the-art catalyzed diesel particulate filters and ultra low sulfur diesel fuel on diesel-fueled engines.

Regional

Regional Comprehensive Plan and Guide

SCAG is the regional planning agency for Los Angeles, Orange, Ventura, Riverside, San Bernardino, and Imperial counties, and its work addresses regional issues relating to transportation, the economy, community development, and the environment. SCAG is the federally-designated MPO for the majority of the southern California region and is the largest MPO in the nation. As the designated MPO, SCAG is mandated by the federal government to develop and implement regional plans that address transportation, growth management,

hazardous waste management, and air quality issues. With respect to air quality planning, SCAG has prepared the Regional Comprehensive Plan and Guide for the Los Angeles County region, which includes Growth Management and Regional Mobility chapters that form the basis for the land use and transportation components of the AQMP and are utilized in the preparation of air quality forecasts and the consistency analysis that is included in the AQMP.

South Coast Air Quality Management District

Criteria Air Pollutants

SCAQMD attains and maintains air quality conditions in the SCAB through a comprehensive program of planning, regulation, enforcement, technical innovation, and promotion of the understanding of air quality issues. The clean air strategy of SCAQMD includes preparation of plans for attainment of ambient air quality standards, adoption and enforcement of rules and regulations concerning sources of air pollution, and issuance of permits for stationary sources of air pollution. SCAQMD also inspects stationary sources of air pollution and responds to citizen complaints; monitors ambient air quality and meteorological conditions; and implements programs and regulations required by the Clean Air Act.

Air Quality Management Plan

SCAQMD and the Southern California Association of Governments (SCAG) are responsible for preparing the air quality management plan (AQMP), which addresses federal and state CAA requirements. The AQMP details goals, policies, and programs for improving air quality in the SCAB.

The 2012 AQMP was adopted by the SCAQMD Governing Board on December 12, 2012. The purpose of the 2012 AQMP for the SCAB is to set forth a comprehensive and integrated program that will lead the region into compliance with the federal 24-hour $PM_{2.5}$ air quality standard, and to provide an update to the SCAB's commitment towards meeting the federal 8-hour ozone standards (SCAQMD, 2013). The AQMP would also serve to satisfy recent USEPA requirements for a new attainment demonstration of the revoked 1-hour ozone standard, as well as a vehicle miles travelled (VMT) emissions offset demonstration.[1] Specifically, the AQMP would serve as the official SIP submittal for the federal 2006 24-hour $PM_{2.5}$ standard, for which USEPA has established a due date of December 14, 2012.[2] In addition, the AQMP updates specific new control measures and commitments for emissions reductions to implement the attainment strategy for the 8-hour ozone SIP. The 2012 AQMP sets forth programs which require integrated planning efforts and the cooperation of all levels of government: local, regional, state, and federal. Currently, SCAQMD staff has already begun initiating an early development process for the 2015 AQMP.

1 Although the federal 1-hour ozone standard was revoked in 2005, the USEPA has proposed to require a new 1-hour ozone attainment demonstration in the South Coast extreme ozone nonattainment area as a result of a recent court decision. Although USEPA has replaced the 1-hour ozone standard with a more health protective 8-hour standard, the Clean Air Act anti-backsliding provisions require that California have approved plans for attaining the 1-hour standard.

2 Although the 2012 AQMP was approved by the SCAQMD Board on December 7, 2012, the plan did not get submitted to the USEPA by December 14, 2012 as it first required approval from CARB. The 2012 AQMP was subsequently approved by CARB on January 25, 2013, and as of February 13, 2013 the plan has been submitted by CARB to the USEPA.

SCAQMD Rules and Regulations

All projects are subject to SCAQMD rules and regulations in effect at the time of construction. Specific rules applicable to the construction anticipated under the proposed Project would include the following:

Rule 401 – Visible Emissions. A person shall not discharge into the atmosphere from any single source of emission whatsoever any air contaminant for a period or periods aggregating more than three minutes in any 1 hour that is as dark or darker in shade as that designated No. 1 on the Ringelmann Chart, as published by the U.S. Bureau of Mines.

Rule 402 – Nuisance. A person shall not discharge from any source whatsoever such quantities of air contaminants or other material that cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public, or that endanger the comfort, repose, health, or safety of any such persons or the public, or that cause, or have a natural tendency to cause, injury or damage to business or property. The provisions of this rule do not apply to odors emanating from agricultural operations necessary for the growing of crops or the raising of fowl or animals.

Rule 403 – Fugitive Dust. This rule is intended to reduce the amount of particulate matter entrained in the ambient air as a result of anthropogenic (human-made) fugitive dust sources by requiring actions to prevent, reduce, or mitigate fugitive dust emissions. Rule 403 applies to any activity or human-made condition capable of generating fugitive dust.

Rule 1113 – Architectural Coatings. No person shall apply or solicit the application of any architectural coating within the SCAQMD with VOC content in excess of the values specified in a table incorporated in the Rule.

Rule 1403 – Asbestos Emissions from Demolition/Renovation Activities. This rule specifies work practice requirements to limit asbestos emissions from building demolition and renovation activities, including the removal and associated disturbance of asbestos containing materials. The requirements for demolition and renovation activities include asbestos surveying, notification, asbestos containing materials removal procedures and time schedules, asbestos containing materials handling and clean-up procedures, and storage, disposal, and land filling requirements for asbestos containing waste materials. All operators are required to maintain records, including waste shipment records, and are required to use appropriate warning labels, signs, and markings.

Toxic Air Contaminants

At the local level, air pollution control or management districts may adopt and enforce CARB control measures. Under SCAQMD Regulation XIV (Toxics and Other Non-Criteria Pollutants), and in particular Rule 1401 (New Source Review), all sources that possess the potential to emit TACs are required to obtain permits from SCAQMD. Permits may be granted to these operations if they are constructed and operated in accordance with applicable regulations, including new source review standards and air toxics control measures. SCAQMD limits emissions and public exposure to TACs through a number of programs. SCAQMD prioritizes TAC-emitting stationary sources based on the quantity and toxicity of the TAC emissions and the proximity of the facilities to sensitive receptors.

The Air Toxics Control Plan (March 2000b, revised March 26, 2004) is a planning document designed to examine the overall direction of SCAQMD's air toxics control program. It includes development and implementation of strategic initiatives to monitor and control air toxics emissions. Control strategies that are deemed viable and are within SCAQMD's jurisdiction will each be brought to the SCAQMD Board for further consideration through the normal public review process. Strategies that are to be implemented by other agencies will be developed in a cooperative effort, and the progress will be reported back to the Board periodically.

Local

City of Baldwin Park General Plan: Air Quality Element

Baldwin Park's General Plan Air Quality Element is intended to protect public health and welfare by implementing measures that allow SCAB to attain federal and state air quality standards. To achieve this goal, the Element sets forth a number of programs to reduce current pollution emissions and to require new development to include measures to comply with air quality standards.

GOAL 1.0 Improve air quality by reducing the amount of air pollution through proper land use planning.

Policy 1.2: Locate multiple family developments close to commercial areas to encourage pedestrian rather than vehicular travel.

Policy 1.3: Encourage the development of higher density housing in close proximity to the City's Metrolink station.

Policy 1.4: Provide for the enhancement of neighborhood commercial centers to provide services within walking distance of residential neighborhoods.

Policy 1.5: Encourage the design of new residential and commercial areas to foster pedestrian circulation.

GOAL 2.0 Improve air quality by reducing the amount of vehicular emissions through planning for alternative forms of travel.

Policy 2.2: Cooperate and participate in regional air quality management planning, programs, and enforcement measures.

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

Policy 3.1: Utilize incentives, regulations and/or Transportation Demand Management (TDM) programs in cooperation with other jurisdictions in the South Coast Air Basin to eliminate vehicle trips which would otherwise be made.

Policy 3.2: Utilize incentives, regulations, and/or Transportation Demand Management in cooperation with other jurisdictions to reduce the vehicle miles traveled for auto trips which still need to be made.

GOAL 4.0 Improve air quality by reducing vehicular emissions through transportation planning improvements that improve the flow of traffic.

Policy 4.5: Implement citywide traffic flow improvement outlined in the Circulation Element.

Policy 4.6: Adopt and implement the required components of the Congestion Management Plan, and continue to work with Los Angeles County on annual updates to the CMP.

GOAL 5.0 Reduce particulate emissions to the greatest extent feasible.

Policy 5.1 Adopt incentives, regulations, and/or procedures to minimize particulate emissions from paved roads.

Policy 5.2 Adopt incentives, regulations, and/or procedures to minimize particulate emissions from unpaved roads, parking lots, and staging areas.

3.2.3 Thresholds of Significance

In accordance with Appendix G of the CEQA Guidelines, the project could have a significant impact on air quality if it would:

- Conflict with or obstruct implementation of the applicable air quality plan;
- Violate any air quality standard or contribute substantially to an existing or projected air quality violation;
- Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is nonattainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors);
- Expose sensitive receptors to substantial pollutant concentrations; or
- Create objectionable odors affecting a substantial number of people;

It was determined in the Initial Study (Appendix A) that the proposed Specific Plan would not result in objectionable odors affecting a substantial number of people. 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 further evaluated.

The significance thresholds in SCAQMD's CEQA Air Quality Handbook are used in evaluating project impacts. SCAQMD has established daily mass thresholds for regional pollutant emissions, which are shown in **Table 3.2-4**.

TABLE 3.2-4
SCAQMD SIGNIFICANCE THRESHOLDS

Air Contaminant	Construction (pounds per day)	Operations (pounds per day)
CO	550	550
NO_x	100	55
SO_x	150	150
VOC (or ROG)	75	55
PM_{10}	150	150
$PM_{2.5}$	55	55

SOURCE: SCAQMD, 1993.

Projects in the SCAB are also required to analyze local air quality impacts. As discussed previously, SCAQMD has developed LSTs that represent the maximum emissions from a project that are not expected to cause or contribute to an exceedance of the most stringent applicable federal or state ambient air quality standards, and thus would not cause or contribute to localized air quality impacts. LSTs are developed based on the ambient concentrations of that pollutant for each of the 38 source receptor areas (SRAs) in the SCAB. The localized thresholds, which are found in the mass rate look-up tables in SCAQMD's Final Localized Significance Threshold Methodology document, were developed for use on projects that are less than or equal to five acres in size and are only applicable to the following criteria pollutants: NOx, CO, PM_{10}, and $PM_{2.5}$. The construction and operational LSTs for a one-acre, two-acre, and 5-acre sites in SRA 8 (West San Gabriel Valley), which is where the Specific Plan is located, are shown in **Table 3.2-5**.

TABLE 3.2-5
SCAQMD LOCALIZED SIGNIFICANCE THRESHOLDS

Pollutant Monitored Within SRA 8 – West San Gabriel Valley Area	Allowable emissions (pounds/day) as a function of receptor distance (feet) from site boundary				
	82 (ft)	164 (ft)	328 (ft)	656 (ft)	1,640 (ft)
One-Acre Site					
Construction Thresholds					
Nitrogen Oxides (NO_x)[a]	89	112	159	251	489
Carbon Monoxide (CO)	623	945	1,914	4,803	20,721
Respirable Particulate Matter (PM_{10})	5	14	34	75	199
Fine Particulate Matter ($PM_{2.5}$)	3	5	9	22	94

Operational Thresholds					
Nitrogen Oxides (NO_x)[a]	89	112	159	251	489
Carbon Monoxide (CO)	623	945	1,914	4,803	20,721
Respirable Particulate Matter (PM_{10})	2	4	9	19	48
Fine Particulate Matter ($PM_{2.5}$)	1	2	3	6	23
Two-Acre Site					
Construction Thresholds					
Nitrogen Oxides (NO_x)[a]	128	151	200	284	513
Carbon Monoxide (CO)	953	1,344	2,445	5,658	22,093
Respirable Particulate Matter (PM_{10})	7	22	42	84	207
Fine Particulate Matter ($PM_{2.5}$)	5	7	12	26	100
Operational Thresholds					
Nitrogen Oxides (NO_x)[a]	128	151	200	284	513
Carbon Monoxide (CO)	953	1,344	2,445	5,658	22,093
Respirable Particulate Matter (PM_{10})	2	6	11	20	50
Fine Particulate Matter ($PM_{2.5}$)	2	2	3	7	25
Five-Acre Site					
Construction Thresholds					
Nitrogen Oxides (NO_x)[a]	203	227	286	368	584
Carbon Monoxide (CO)	1,773	2,299	3,680	7,600	25,558
Respirable Particulate Matter (PM_{10})	14	43	63	105	229
Fine Particulate Matter ($PM_{2.5}$)	8	11	17	35	116
Operational Thresholds					
Nitrogen Oxides (NO_x)[a]	203	227	286	368	584
Carbon Monoxide (CO)	1,773	2,299	3,680	7,600	25,558
Respirable Particulate Matter (PM_{10})	4	11	16	26	55
Fine Particulate Matter ($PM_{2.5}$)	2	3	5	9	28

[a] The localized thresholds listed for NOx in this table take into consideration the gradual conversion of NO to NO_2.The analysis of localized air quality impacts associated with NOx emissions focuses on NO_2 levels as they are associated with adverse health effects.

SOURCE: SCAQMD, 2003 (Revised 2009).

It should be noted that with regards to NOx emissions, the two principal species of NOx are NO and NO_2, with the vast majority (95 percent) of the NOx emissions being comprised of NO. However, because adverse health effects are associated with NO_2, not NO, the analysis of localized air quality impacts associated with NOx emissions is focused on NO_2 levels. For combustion sources, SCAQMD assumes that the conversion of NO to NO_2 is complete at a distance of 5,000 meters from the source.

CO Hotspot Analysis

Historically, qualitative screening procedure provided in the procedures and guidelines contained in Transportation Project-Level Carbon Monoxide Protocol (the Protocol) were used to determine whether a project poses the potential for a CO hotspot (UCD ITS, 1997). According to the Protocol, projects may worsen air quality if they increase the percentage of vehicles in cold start

modes by two percent or more; significantly increase traffic volumes (by five percent or more) over existing volumes; or worsen traffic flow, defined for signalized intersections as increasing average delay at intersections operating at level of service (LOS) E or F or causing an intersection that would operate at LOS D or better without the project, to operate at LOS E or F.

However, it should be noted that CO concentrations have declined dramatically in California due to existing controls and programs and most areas of the state, including the region in which the Specific Plan is located, have no problem meeting the state and federal CO standards. Additionally, CO hotspots have not been seen in the most congested intersections in the region in well over a decade. CO measurements and modeling were important in the early 1980s when CO levels were regularly exceeded throughout California. In more recent years, CO measurements and modeling have not been a priority in most California air districts due to the retirement of older polluting vehicles, fewer emissions from new vehicles and improvements in fuels (CARB, 2004). The reduction in older polluting vehicles and emissions controls on newer vehicles have increased the number of vehicles that can idle and the length of time that a number of vehicles can idle before emissions would trigger a CO impact. This increase in vehicle idling has made the use of the LOS as an indicator obsolete for determining CO impacts. For this reason, several air districts, including the Bay Area Air Quality Management District (BAAQMD) (BAAQMD, 2009), have adopted guidelines that focus on criteria other than LOS and percentage traffic increase, and instead focus on total volumes and consistency with construction management plans. SCAQMD has not created screening criteria. Because CEQA allows the Lead Agency to identify thresholds and SCAQMD does not have screening criteria, BAAQMD screening criteria was used to determine if modeling is required. The BAAQMD criteria are as follows:

1. Consistency with an applicable congestion management program established by the county congestion management agency for designated roads or highways, regional transportation plan, and local congestion management agency plans.
2. Traffic volumes at affected intersections would not be increased to more than 44,000 vehicles per hour.
3. Traffic volumes at affected intersections would not be increased to more than 24,000 vehicles per hour where vertical and/or horizontal mixing is substantially limited (e.g., tunnels, parking garages, bridge underpass, natural or urban street canyon, below-grade roadway).

For the purposes of this analysis, intersections that exceed the BAAQMD screening criteria should conduct dispersion modeling to determine the potential impact from the impacted intersections. Where the screening values are not exceeded, the project would be determined to be less than significant with respect to localized CO impacts.

Toxic Air Contaminant Analysis

Currently, the SCAQMD has only developed significance thresholds that apply to single stationary and mobile sources of TAC emissions, such as projects involving truck stops or warehouses (SCAQMD 2003). However, in absence of a threshold specific to assessing health impacts from a freeway, the SCAQMD's stationary source TAC thresholds of 10 in one million

for cancer risk and 1 for hazard index would serve as the most appropriate thresholds for use in a TAC analysis. Thus, for the purpose of this TAC analysis, the aforementioned SCAQMD significance criteria would be used as a benchmark to assess when project design features to reduce exposure to new sensitive receptors from existing mobile or stationary sources would need to be implemented. If this benchmark is exceeded, SCAQMD suggests that the proposed Project should reduce health risks associated with exposure to TAC emissions to the greatest extent possible. These criteria are not applied as impact significance thresholds under CEQA. New sources of emissions should be compared to the SCAQMD's stationary source thresholds of 10 in on million.

3.2.4 Methodology

This analysis focuses on the nature and magnitude of the change in the air quality environment due to implementation of the proposed Specific Plan. Air pollutant emissions associated with the proposed Specific Plan would result from operations of the future residential, commercial, and mixed use development within the Specific Plan area and from traffic volumes generated by these new uses. Construction activities would also generate air pollutant emissions on individual project sites within the Specific Plan area and on roadways resulting from construction-related traffic. The net increase in emissions generated by these activities and other secondary sources have been estimated and compared to the applicable thresholds of significance recommended by SCAQMD.

AQMP Impacts

The proposed Specific Plan area is under the jurisdiction of the SCAQMD and the SCAQMD 2012 AQMP is the applicable air quality plan for the region. Projects that are consistent with the regional population, housing, and employment forecasts identified by SCAG are considered to be consistent with the AQMP growth projections, since the forecast assumptions by SCAG forms the basis of the land use and transportation control portions of the AQMP. Additionally, because SCAG's regional growth forecasts are based upon, among other things, land uses designated in general plans, a project that is consistent with the land use designated in a general plan would also be consistent with the SCAG's regional forecast projections, and thus also with the AQMP growth projections.

SCAQMD's *CEQA Handbook* suggests an evaluation of the following two criteria to determine whether a project involving a legislative land use action (such as the proposed Specific Plan) would be consistent or in conflict with the AQMP:

1) The project would not generate population and employment growth that would be inconsistent with SCAG's growth forecasts.

2) The project would not result in an increase in the frequency or severity of existing air quality violations or cause or contribute to new violations, or delay the timely attainment of air quality standards or the interim emissions reductions specified in the AQMP.

Consistency Criterion No. 1 refers to the SCAG's growth forecasts and associated assumptions included in the 2012 AQMP. The future air quality levels projected in the 2012 AQMP are based on SCAG's growth projections, which are based, in part, on the general plans of cities located within the SCAG region. Therefore, projects, uses, and growth that is consistent with the applicable assumptions used in the development of the AQMP would not jeopardize attainment of the air quality levels identified in the AQMP, even if they exceed the SCAQMD's recommended daily emissions thresholds.

Consistency Criterion No. 2 refers to the California Ambient Air Quality Standards. The SCAQMD has identified CO as the best indicator pollutant for determining whether air quality violations would occur since it is most directly related to automobile traffic, the emissions of which have been modeled by the SCAQMD to determine future air quality conditions.

Construction Impacts

Short-term construction-generated emissions of criteria air pollutants and ozone precursors associated with the proposed Specific Plan were modeled using the California Emissions Estimator Model (CalEEMod), Version 2013.2.2, as recommended by SCAQMD. CalEEMod was used to determine whether short-term construction-related emissions of criteria air pollutants associated with the proposed Specific Plan would exceed SCAQMD's applicable regional thresholds and whether mitigation would be required. Modeling was based on Plan-specific data, where available. Where Plan-specific information was not available, reasonable assumptions based on other similar Specific Plan projects and default model settings were used to estimate criteria air pollutant and ozone precursor emissions. The timing of construction under the proposed Specific Plan would be dependent on market conditions. It was conservatively assumed that 10 percent of the Specific Plan could be built in any given year (the project build out is over 20 years). It was also assumed that there could be multiple projects occurring at any given time during any given year and therefore construction phases may overlap. Modeling input and output files are provided in Appendix B of this EIR.

In addition, to determine whether or not construction activities associated with the proposed Specific Plan would create significant adverse localized air quality impacts on nearby sensitive receptors, the worst-case daily emissions contribution from the potential development were compared to SCAQMD's localized significance thresholds (LSTs). The LSTs developed by SCAQMD are based on the pounds of emissions per day that can be generated by a project without causing or contributing to adverse localized air quality impacts, and only applies to the following criteria pollutants: CO, NOx, PM_{10}, and $PM_{2.5}$. The analysis of localized air quality impacts focuses only on the on-site activities of a project, and does not include emissions that are generated offsite such as from on-road haul or delivery truck trips (SCAQMD, 2003).

For the purpose of analyzing localized air quality impacts, SCAQMD has developed LSTs for three distinct project site sizes: one-acre, two-acre, and five-acres. The LSTs established for each of the aforementioned site acreages represent the amount of pollutant emissions that would not exceed the most stringent applicable federal or State ambient air quality standards. As the acreage of individual project sites are unknown, the LSTs for a one-acre site are used to determine

whether localized air quality impacts on nearby sensitive receptors would result from the project's on-site construction emissions.

In conducting the localized air quality analysis, which focuses only on on-site emissions, construction emissions generated from combustion sources (e.g., off-road construction equipment) under a worst-case construction scenario were extracted from the CalEEMod model run outputs. Additionally, to account for the combustion emissions associated with vehicles traveling on-site within active construction sites, vehicles are anticipated to travel approximately 0.2 miles while onsite. Overall, the daily total onsite combustion, mobile, and fugitive dust emissions associated with construction (as well as construction phase overlaps) were combined and evaluated against SCAQMD's LSTs for a one-acre site.

Operational Impacts

Long-term (i.e., operational) regional emissions of criteria air pollutants and precursors associated with the proposed Specific Plan, including mobile- and area-source emissions, were also quantified using the CalEEMod computer model. Area-source emissions, which are widely distributed and made of many small emissions sources (e.g., building heating and cooling units, landscaping equipment, consumer products, painting operations, etc.), were modeled according to the size and type of land use proposed. Mass mobile-source emissions were modeled based on the daily vehicle trips that would result from the proposed Specific Plan. Project trip generation rates were available from the Traffic Study prepared for the Project by The Mobility Group (Mobility Group, 2015). In addition, as the Specific Plan area is currently occupied by various residential, commercial, and industrial land uses, some of which would remain, some of which would be removed and reconstructed as the same land use, and others that would be removed and constructed as a new or expanded land use by the proposed Specific Plan.

To determine net emissions increases, changes in land uses that would occur by the proposed Specific Plan were identified. The emissions from existing land uses that would be reduced or removed (either by number of units, square footage or by change in land use) were subtracted from the emissions from the anticipated growth (increase in existing land use types or change in land use). Because new and renovated structures that are developed by implementation of the Specific Plan would have a decreased emissions envelope because new regulatory requirements that was not in place when buildings were originally constructed, would be implemented. The net increase in long-term operational emissions that would be generated by build out of the proposed Specific Plan was then compared with the applicable SCAQMD thresholds for determination of significance.

Aside from regional air quality impacts, localized air quality impacts during operation of the proposed Specific Plan is also analyzed by extracting the onsite operational emissions from the CalEEMod model run for build out of the Specific Plan and evaluating those emissions against SCAQMD's applicable operational LSTs. As with construction LST analysis, only onsite-emissions are used in determining a project's potential to impact local air quality for NOX, CO, PM_{10}, and $PM_{2.5}$. To account for onsite mobile emissions (vehicles traveling through parking lots

or parking garages), it was conservatively assumed that a vehicle would travel onsite for 0.2 miles.

Because the Specific Plan requires a program-level evaluation and the exact timing, nature of construction, and location of the development of new residential, commercial, and mixed land uses is unknown, it is not possible to determine the localized impacts from or to potential future development. Therefore, the analysis discusses impacts from Toxic Air contaminants on a qualitative basis based on compliance with the screening levels. If implementation of the Specific Plan exceeds the screening levels, then dispersion modeling would be necessary to determine the potential impacts on localized receptor.

3.2.5 Impact Analysis

Impact 3.2.1: Conflict with or obstruct implementation of the applicable air quality plan.

As described in Section 3.10, *Population and Housing*, the additional of 833 residential units and 289,135 square feet of non-residential uses at build out of the Specific Plan would generate a population of approximately 3,665 persons and 755 employees at build out and full occupancy, which would be within SCAG's growth projections, and thus would be consistent with the 2012 AQMP. As a result, implementation of the Specific Plan would be consistent with the 2012 AQMP, and impacts would not occur.

The Specific Plan implements infill development, located in an urbanized area with existing infrastructure, near the transit line. Thus, the Specific Plan would support AQMP objectives to reduce trips, and would aid in the implementation of the AQMP. In addition, the employment generating uses that would be implemented with the Specific Plan would provide new employment opportunities for residents that could reduce regional commute trips.

The Specific Plan would utilize, and make better use of, existing infrastructure, as roadways, drainage, sewer and other infrastructure would accommodate build out of the Specific Plan as described in Section, 3.12, *Utilities and Service Systems*, and would be consistent with the SCAG objective to "*Encourage patterns of urban development and land use that reduce costs in infrastructure construction and make better use of existing facilities.*" The Specific Plan would be consistent with SCAG's objective to reduce vehicle use and promote infill development. As a result, the Specific Plan would comply with Consistency Criterion No. 1 listed above in the Section 3.2.4, *Methodology*.

In regards to Consistency Criterion No. 2, which evaluates the potential of the proposed Project to increase the frequency or severity of existing air quality violations, the CO hotspot analysis (described below) indicates that the Specific Plan would not result in a violation of the state one-hour or eight-hour CO concentration standards and no significant adverse impacts are anticipated. Therefore, the Specific Plan is consistent with Consistency Criterion No.2, and impacts related to conflict with or obstruction with an applicable air quality plan would be less than significant.

Mitigation: No mitigation required

Significance Determination: Less than significant

Impact 3.2.2: Violate any regional air quality standard or contribute substantially to an existing or projected air quality violation.

Construction

Construction activities would occur intermittently at different sites in the planning area throughout build-out, which is anticipated to occur in 2035. Although the related impacts at any one location would be temporary, construction of individual projects under the proposed Specific Plan could cause adverse effects on local air quality. Construction activities could generate substantial amounts of dust (including PM_{10} and $PM_{2.5}$) primarily from "fugitive" sources (i.e., emissions released through means other than through a stack or tailpipe) and other criteria air pollutants primarily from the operation of heavy equipment construction machinery (primarily diesel operated) and construction worker automobile trips (primarily gasoline operated). In addition, secondary impacts from upgrading or constructing new infrastructure upgrade would occur as a result of the implementation of the Specific Plan.

Fugitive dust emissions would vary from day to day, depending on the level and type of activity, silt content of the soil, and the prevailing weather. Sources of fugitive dust during construction could include vehicle movement over paved and unpaved surfaces, demolition, excavation, earth movement, grading, and wind erosion from exposed surfaces. In addition, buildings constructed prior to 1980 often contain asbestos used in insulation, fire retardants, or building materials (floor tile, roofing, etc.) and lead-based paint. As such, demolition activities of such buildings could involve removal and disposal of asbestos and lead-based paint. Airborne asbestos fibers and lead dust pose a serious health threat. The demolition, renovation and removal of asbestos-containing building materials would be subject to the requirements of SCAQMD Rule 1403, which are described above in the Regulatory Setting.

Construction activities would also result in the emission of other criteria pollutants from equipment exhaust, construction-related vehicular activity and construction worker automobile trips. Emission levels for construction activities would vary depending on the number and type of equipment, duration of use, operation schedules, and the number of construction workers. Criteria pollutant emissions of ROG and NO_x from these emission sources would incrementally add to the regional atmospheric loading of ozone precursors during Project construction.

Mobile source emissions, primarily NO_X, would result from the use of construction equipment such as graders, backhoes, and cranes. During the finishing phase, paving operations and the application of architectural coatings (i.e., paints) and other building materials would release ROG. The assessment of construction air quality impacts considers each of these potential sources.

It is mandatory for all construction projects in the SCAB to comply with SCAQMD Rule 403 for fugitive dust (SCAQMD, 2005b). Specific Rule 403 control requirements include, but are not limited to, applying water in sufficient quantities to prevent the generation of visible dust plumes,

applying soil binders to uncovered areas, reestablishing ground cover as quickly as possible, utilizing a wheel washing system to remove bulk material from tires and vehicle undercarriages before vehicles exit the Project site, and maintaining effective cover over exposed areas.

Because of the uncertainty of timing and methods of construction activities that would occur under the proposed Specific Plan, a worst-case construction scenario is analyzed here-in. Build out of the Specific Plan is anticipated to occur over 20 years with the location, type, and timing of construction determined by market demand. As discussed under the methodology, it was conservatively assumed that up to 10 percent of the net growth could occur in any given year. Construction was assumed to involve the demolition of existing buildings, site grading, building construction, paving and architectural coating. In the absence of detailed construction scheduling information, worst case assumptions were applied for the analysis of construction emissions. SCAQMD Rule 402 identifies standards to reduce quantities of air contaminants or other materials which cause injury, detriment, nuisance or annoyance to any considerable number of persons or the public, or which endanger the comfort, repose, health or safety of any such persons or the public, or which cause or have natural tendency to cause injury or damage to business or property. SCAQMD Rule 403 regulates operations, which periodically may cause fugitive dust emissions into the atmosphere. Unmitigated emissions take into account the requirements under SCAQMD Rule 403.

Construction scheduling was based on CalEEMod defaults and typical construction scheduling, and CalEEMod default equipment was used. The emissions estimates are based on the conservative estimate of 10 percent of the net development could occur in any given year, which was estimated to start in 2016. Due to the changeover in construction fleets as old equipment is replaced with new, it is anticipated that maximum daily emissions would decrease as development occurs in future years.

Unmitigated daily regional construction-related emissions are presented in **Table 3.2-6**, which shows the highest daily emission estimate for each construction phase during 2016 and for the overlap of various construction phases assuming that more than one development project under the Specific Plan occurs at the same time. As shown, unmitigated emissions would exceed the SCAQMD daily significance thresholds when three or more phases overlap, or three or more development projects are being constructed at the same time. Thresholds are exceeded for NO_X. Calculations and modeling output is included in Appendix B of this EIR.

TABLE 3.2-6
UNMITIGATED CONSTRUCTION EMISSIONS

Emissions	Pollutant					
Construction Activities	Estimated Maximum Daily Emissions (lbs/day)					
	ROG	NO_X	CO	SO_2	PM_{10}	$PM_{2.5}$
2016 - Unmitigated						
Demolition						
Fugitive Dust Emissions	-	-	-	-	1.05	0.16

TABLE 3.2-6
UNMITIGATED CONSTRUCTION EMISSIONS

Emissions	Pollutant					
Construction Activities	**Estimated Maximum Daily Emissions (lbs/day)**					
	ROG	**NO_X**	**CO**	**SO_2**	**PM_{10}**	**$PM_{2.5}$**
Off-Road Emissions	4.29	45.66	35.03	0.04	3.34	2.14
On-Road Emissions	0.28	3.38	3.59	0.01	0.41	0.14
Total Emissions	4.57	49.03	38.62	0.05	4.80	2.44
Regional Significance Threshold	*75*	*100*	*550*	*150*	*150*	*55*
Significant Impact?	No	No	No	No	No	No
Grading						
Fugitive Dust Emissions	-	-	-	-	2.63	1.42
Off-Road Emissions	3.67	38.45	26.08	0.03	2.20	2.02
On-Road Emissions	0.07	0.09	1.04	0.00	0.17	0.05
Total Emissions	3.74	38.54	27.12	0.03	5.00	3.49
Regional Significance Threshold	*75*	*100*	*550*	*150*	*150*	*55*
Significant Impact?	No	No	No	No	No	No
Building Construction						
Off-Road Emissions	3.41	28.51	18.51	0.03	1.97	1.85
On-Road Emissions	0.73	3.15	10.11	0.02	1.36	0.40
Total Emissions	4.14	31.65	28.62	0.05	3.33	2.25
Regional Significance Threshold	*75*	*100*	*550*	*150*	*150*	*55*
Significant Impact?	No	No	No	No	No	No
Paving						
Off-Road Emissions	2.09	22.39	14.82	0.02	1.26	1.16
On-Road Emissions	0.07	0.09	1.04	0.00	0.17	0.05
Total Emissions	2.16	22.48	15.86	0.02	1.43	1.21
Regional Significance Threshold	*75*	*100*	*550*	*150*	*150*	*55*
Significant Impact?	No	No	No	No	No	No
Architectural Coating						
Off-Road Emissions	22.19	2.73	1.88	0.00	0.20	0.20
On-Road Emissions	0.09	0.12	1.39	0.00	0.23	0.06
Total Emissions	22.28	2.86	3.27	0.01	0.42	0.26
Regional Significance Threshold	*75*	*100*	*550*	*150*	*150*	*55*
Significant Impact?	No	No	No	No	No	No
Phase Overlap - Unmitigated						
Demolition & Grading						
Total Emissions	8.30	87.57	65.74	0.08	9.80	5.93
Regional Significance Threshold	*75*	*100*	*550*	*150*	*150*	*55*
Significant Impact?	No	No	No	No	No	No

TABLE 3.2-6
UNMITIGATED CONSTRUCTION EMISSIONS

Emissions	Pollutant					
Construction Activities	**Estimated Maximum Daily Emissions (lbs/day)**					
	ROG	**NO_X**	**CO**	**SO_2**	**PM_{10}**	**$PM_{2.5}$**
Demolition, Grading, Paving & Building Construction						
Total Emissions	14.60	***141.70***	110.21	0.15	14.56	9.38
Regional Significance Threshold	*75*	*100*	*550*	*150*	*150*	*55*
Significant Impact?	No	YES	No	No	No	No
Demolition, Grading, Building Construction & Architectural Coating						
Total Emissions	32.74	**112.91**	84.86	0.11	11.65	7.39
Regional Significance Threshold	*75*	*100*	*550*	*150*	*150*	*55*
Significant Impact?	No	YES	No	No	No	No
Demolition, Grading, Paving, Building Construction & Architectural Coating						
Total Emissions	36.88	**144.56**	113.48	0.16	14.98	9.64
Regional Significance Threshold	*75*	*100*	*550*	*150*	*150*	*55*
Significant Impact?	No	YES	No	No	No	No
Demolition, Grading, Grading, Paving, Building Construction & Architectural Coating						
Total Emissions	40.62	**183.10**	140.60	0.19	19.98	13.13
Regional Significance Threshold	*75*	*100*	*550*	*150*	*150*	*55*
Significant Impact?	No	YES	No	No	No	No

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

SOURCE: *ESA CalEEMod Modeling, 2015.*

Mitigated daily construction-related emissions are provided in **Table 3.2-7**, which shows that with implementation of Mitigation Measures AIR-1 and AIR-2, emissions would not exceed the SCAQMD daily significance thresholds with 10 percent of the Specific Plan development being constructed simultaneously. Ten percent consists of five projects under construction concurrently with two having grading phases at the same time. While it is unlikely that this level of construction would occur; however, because the construction intensity, phasing, length, and schedule of individual projects that would be implemented by the Specific Plan is unknown, there is the possibility that more projects could occur at the same time, or different phasing combinations could overlap to result in increased levels of emissions that would exceed thresholds after implementation of mitigation. Therefore construction impacts related to regional air pollutants would be **significant and unavoidable**.

TABLE 3.2-7
MITIGATED CONSTRUCTION EMISSIONS

Emissions	Pollutant					
Construction Activities	Estimated Maximum Daily Emissions (lbs/day)					
	ROG	NO_X	CO	SO_2	PM_{10}[1]	$PM_{2.5}$[1]
2016 - Unmitigated						
Demolition						
Fugitive Dust Emissions	-	-	-	-	0.72	0.11
Off-Road Emissions	0.60	13.88	25.26	0.04	0.06	0.06
On-Road Emissions	0.28	3.38	3.59	0.00	0.41	0.14
Total Emissions	0.88	17.25	28.85	0.04	1.20	0.32
Regional Significance Threshold	*75*	*100*	*550*	*150*	*150*	*55*
Significant Impact?	No	No	No	No	No	No
Grading						
Fugitive Dust Emissions	-	-	-	-	1.81	0.98
Off-Road Emissions	0.49	11.42	20.38	0.03	0.05	0.05
On-Road Emissions	0.07	0.09	1.04	0.00	0.17	0.05
Total Emissions	0.56	11.52	21.42	0.03	2.03	1.07
Regional Significance Threshold	*75*	*100*	*550*	*150*	*150*	*55*
Significant Impact?	No	No	No	No	No	No
Building Construction						
Off-Road Emissions	1.05	11.02	18.29	0.03	0.18	0.18
On-Road Emissions	0.73	3.15	10.11	0.02	1.36	0.40
Total Emissions	1.78	14.17	28.40	0.05	1.54	0.58
Regional Significance Threshold	*75*	*100*	*550*	*150*	*150*	*55*
Significant Impact?	No	No	No	No	No	No
Paving						
Off-Road Emissions	0.33	9.83	16.93	0.02	0.04	0.04
On-Road Emissions	0.07	0.09	1.04	0.00	0.17	0.05
Total Emissions	0.40	9.92	17.97	0.02	0.21	0.08
Regional Significance Threshold	*75*	*100*	*550*	*150*	*150*	*55*
Significant Impact?	No	No	No	No	No	No
Architectural Coating						
Off-Road Emissions	21.87	1.06	1.83	0.00	0.00	0.00
On-Road Emissions	0.09	0.12	0.14	0.00	0.23	0.06
Total Emissions	21.97	1.18	1.97	0.01	0.23	0.07
Regional Significance Threshold	*75*	*100*	*550*	*150*	*150*	*55*
Significant Impact?	No	No	No	No	No	No
Phase Overlap - Unmitigated						
Demolition & Grading						

TABLE 3.2-7
MITIGATED CONSTRUCTION EMISSIONS

Emissions	Pollutant					
Construction Activities	Estimated Maximum Daily Emissions (lbs/day)					
	ROG	NO_X	CO	SO_2	PM_{10}[1]	$PM_{2.5}$[1]
Total Emissions	8.30	87.57	65.74	0.08	9.80	5.93
Regional Significance Threshold	*75*	*100*	*550*	*150*	*150*	*55*
Significant Impact?	No	No	No	No	No	No
Demolition, Grading, Paving & Building Construction						
Total Emissions	3.62	52.86	96.63	0.14	4.98	2.05
Regional Significance Threshold	*75*	*100*	*550*	*150*	*150*	*55*
Significant Impact?	No	No	No	No	No	No
Demolition, Grading, Building Construction & Architectural Coating						
Total Emissions	23.81	39.87	70.21	0.10	3.66	1.54
Regional Significance Threshold	*75*	*100*	*550*	*150*	*150*	*55*
Significant Impact?	No	No	No	No	No	No
Demolition, Grading, Paving, Building Construction & Architectural Coating						
Total Emissions	25.59	54.04	98.60	0.15	5.21	2.11
Regional Significance Threshold	*75*	*100*	*550*	*150*	*150*	*55*
Significant Impact?	No	No	No	No	No	No
Demolition, Grading, Grading, Paving, Building Construction & Architectural Coating						
Total Emissions	26.15	65.56	120.02	0.18	7.24	3.19
Regional Significance Threshold	*75*	*100*	*550*	*150*	*150*	*55*
Significant Impact?	No	No	No	No	No	No

[1] Mitigation required for reducing localized impacts from PM_{10} and $PM_{2.5}$ were included in this mitigation summary although mitigation of PM_{10} and $PM_{2.5}$ is not required at the regional level.

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

SOURCE*: ESA CalEEMod Modeling, 2015.*

Local Construction Air Quality Impacts – Criteria Air Pollutants

As discussed previously, the daily on-site construction emissions generated by the proposed Specific Plan were evaluated against SCAQMD's LSTs for a one-acre, two-acre, and five-acre sites to determine whether the emissions would cause or contribute to adverse localized air quality impacts. The Specific Plan would implement infill mixed use development. Therefore, it is assumed that the nearest sensitive receptor would be adjacent to the project site under construction. Since the mass rate look-up tables provided by SCAQMD only provides LSTs at receptor distances of 82, 164, 328, 656, and 1,640 feet, the LSTs for a receptor distance of 82 feet

are used to evaluate the potential localized air quality impacts associated with the Specific Plan's peak day construction emissions. [3]

Table 3.2-8 identifies the daily unmitigated, localized on-site emissions that are estimated to occur during the Specific Plan's worst-case construction scenario. As shown, the daily unmitigated emissions would exceed the applicable SCAQMD LSTs for NOx, PM_{10} and $PM_{2.5}$ for a one-acre site in SRA 8 when more than one project is constructed at a time and when more than one project is within 82 feet of the same receptor. PM_{10} and $PM_{2.5}$ emissions would exceed LST thresholds if two or more projects are constructed at the same time and within 82 feet of the same receptor. For NO_X, exceedance would be seen if three or more projects are constructed within 82 feet of the same receptor at the same time. The emissions for the remaining pollutant of concern (CO) would not exceed the applicable SCAQMD LST under any scenario. As distances between project sites and receptors increase, the allowed daily emissions increase and at 656 feet between construction sites and the nearest receptor, the worst case construction activities would be less than significant for all criteria pollutants of concern. However, because it is unknown how many projects would be under construction at the same time and what the distances would be between projects and the nearest receptors, a worst case assessment was assumed with respect to LST impacts. As the Specific Plan's worst-case construction emissions would exceed SCAQMD's applicable LST for NOx, PM_{10} $PM_{2.5}$ during overlap of the various construction phases, the localized air quality impacts associated with NOx, PM_{10} and $PM_{2.5}$ would be significant.

[3] Although the nearest off-site sensitive receptors are located closer than 82 feet of the Project site, SCAQMD's LST methodology states that projects with boundaries located closer than 82 feet (25 meters) to the nearest receptor should use the LSTs for receptors located at 82 feet.

TABLE 3.2-8
LOCALIZED POLLUTANT CONCENTRATIONS FROM CONSTRUCTION EMISSIONS

Emissions Source	Pollutant			
	NO_X	CO	PM_{10}	$PM_{2.5}$
Daily (lbs/day)				
Demolition	45.69	35.07	4.39	2.30
Grading	38.45	26.09	4.83	3.44
Building Construction	28.55	18.66	1.99	1.85
Paving	22.39	14.83	1.26	1.16
Architectural Coating	2.73	1.90	0.20	0.20
Demolition & Grading	84.14	61.16	9.22	5.74
Demolition, Grading, Paving & Building Construction	135.08	94.65	12.47	8.76
Demolition, Grading, Building Construction & Architectural Coating	115.43	81.72	11.41	7.79
Demolition, Grading, Paving, Building Construction & Architectural Coating	166.37	115.22	14.66	10.81
Demolition, Grading, Grading, Paving, Building Construction & Architectural Coating	204.82	141.31	19.49	14.25
SCAQMD Thresholds				
1-acre	89	623	5	3
2-acre	128	953	7	5
5-acre	203	1733	14	8
Significant?	**YES**	**No**	**YES**	**YES**

SOURCE**:** *ESA CalEEMod Modeling*, 2015.

However, with implementation of Mitigation Measure Air-2, the total on-site emissions of NOx, PM_{10} and $PM_{2.5}$ generated under the Specific Plan's worst-case construction scenarios would be reduced to below the SCAQMD's applicable LST. The total mitigated emissions that would result from implementation of Mitigation Measure AIR-2 during construction activities are shown in **Table 3.2-9**.

TABLE 3.2-9
LOCALIZED POLLUTANT CONCENTRATIONS FROM MITIGATED CONSTRUCTION EMISSIONS

Emissions Source	Pollutant			
	NO_X	CO	PM_{10}	$PM_{2.5}$
Daily (lbs/day)				
Demolition	13.91	25.30	0.79	0.17
Grading	11.43	20.39	1.86	1.03
Building Construction	11.07	18.44	0.20	0.19
Paving	9.83	16.94	0.04	0.04
Architectural Coating	1.06	1.83	0.01	0.00

TABLE 3.2-9
LOCALIZED POLLUTANT CONCENTRATIONS FROM MITIGATED CONSTRUCTION EMISSIONS

Emissions Source	Pollutant			
	NO_X	CO	PM_{10}	$PM_{2.5}$
Daily (lbs/day)				
Demolition & Grading	25.34	45.69	2.65	1.20
Demolition, Grading, Paving & Building Construction	46.23	81.08	2.89	1.42
Demolition, Grading, Building Construction & Architectural Coating	37.47	65.97	2.86	1.39
Demolition, Grading, Paving, Building Construction & Architectural Coating	58.37	101.35	3.10	1.62
Demolition, Grading, Grading, Paving, Building Construction & Architectural Coating	69.79	121.75	4.96	2.64
SCAQMD Thresholds				
1-acre	89	623	5	3
2-acre	128	953	7	5
5-acre	203	1733	14	8
Significant?	**No**	**No**	**No**	**No**

SOURCE: *ESA CalEEMod Modeling*, 2015.

Implementation of Mitigation Measure AIR-2 would reduce impacts in the provided construction scenarios to below SCAQMD's applicable LSTs. However, because the construction intensity and schedule of individual projects for the development within the proposed Specific Plan area is unknown, there is the possibility that more development/construction could occur at the same time, or different phasing combinations could overlap to result in increased levels of emissions. Therefore construction impacts on localized air pollutants would remain **significant and unavoidable**.

Operation

The addition of 833 residential units and 289,135 square feet of non-residential uses at build out of the Specific Plan would result in long-term regional emissions of criteria air pollutants and ozone precursors associated with area sources, such as natural gas consumption, landscaping, applications of architectural coatings, and consumer products, in addition to operational mobile emissions. According to the traffic study prepared for the proposed Specific Plan, development of the proposed residential building and removal of the existing uses at the Project site uses would result in a net increase in 1,084 vehicle trips per day when compared to existing conditions.

Operations emissions associated with the build out of the proposed Specific Plan were modeled and the estimated operations emissions are provided in **Table 3.2-10**. As shown, the proposed Specific Plan would result in long-term regional emissions of criteria air pollutants and ozone precursors that are below SCAQMD's applicable thresholds. Therefore, the Specific Plan's operational emissions would not result in or substantially contribute to emissions concentrations that exceed the NAAQS and California Ambient Air Quality Standards and impacts would be less than significant.

TABLE 3.2-10
UNMITIGATED OPERATIONAL EMISSIONS

Emissions Source	Pollutant					
	ROG	NO_X	CO	SO_X	PM_{10}	$PM_{2.5}$
	Daily Emissions (lbs/day)					
Existing						
Area	6.95	0.13	9.99	0.01	1.31	1.31
Energy	0.04	0.40	0.28	0.00	0.03	0.03
Mobile	10.96	26.09	107.42	0.19	12.92	3.71
Total	17.95	26.62	117.69	0.21	14.26	5.05
Proposed Project						
Area	31.52	0.80	69.83	0.00	1.41	1.40
Energy	0.57	5.04	3.46	0.03	0.39	0.39
Mobile	30.94	66.17	310.81	1.24	78.14	22.07
Total	63.03	72.01	384.10	1.27	79.94	23.86
Net Emissions						
Area	24.57	0.67	59.84	-0.01	0.11	0.09
Energy	0.52	4.64	3.18	0.03	0.36	0.36
Mobile	19.99	40.08	203.39	1.04	65.22	18.36
Total Net Emissions	45.08	45.39	266.41	1.06	65.68	18.81
SCAQMD Thresholds	55	55	550	150	150	55
Significant	**No**	**No**	**No**	**No**	**No**	**No**

SOURCE: *ESA CalEEMod Modeling* 2015

Localized Operational Air Quality Impacts – Criteria Air Pollutants

The proposed Specific Plan's net increase in localized operational emissions is shown in **Table 3.2-11**.

TABLE 3.2-11
LOCALIZED POLLUTANT CONCENTRATIONS FROM NET OPERATIONAL EMISSIONS

Emissions Source	Pollutant			
	NO_X	CO	PM_{10}	$PM_{2.5}$
	Daily (lbs/day)			
Net Emissions	5.31	63.02	1.82	0.84
SCAQMD Thresholds	69	535	2	1
Significant	**No**	**No**	**No**	**No**

SOURCE: *ESA CalEEMod Modeling* January 2015

As shown in Table 3.2-11, the total net operational-related emissions generated locally would not exceed SCAQMD's applicable operational LSTs. Thus, localized air quality impacts during operations of new land uses from implementation of the Specific Plan would not violate any air quality standard or contribute substantially to an existing or projected air quality standard, and impacts would be less than significant.

Localized Operational Air Quality Impacts – CO Hotspots

Sixteen local intersections were analyzed as part of the traffic study that was prepared for the proposed Specific Plan (The Mobility Group, 2015). The existing plus project and future with peak hour project conditions were evaluated against the screening level threshold of 24,000 vehicles per hour. Peak hourly traffic volumes for each of the study area intersections are shown in **Table 3.2-12**. As shown, the maximum hourly traffic under both scenarios is seen at the Ramona Boulevard amd Maine Avenue intersection are 4,690 vehicles per hour and 5,174 vehicles per hour respectively for the existing with project and future with project scenarios. As the peak hour traffic at none of the intersections comes close to the 24,000 vehicles per hour (the more conservative screening threshold), CO emissions from these vehicles volumes would be less than significant.

TABLE 3.2-12
PEAK HOURLY TRAFFIC VOLUMES

	Existing Plus Project		Future Plus Project	
Intersection	**AM**	**PM**	**AM**	**PM**
Ramona Boulevard and Main Avenue	3,375	4,690	3,712	5,174
Ramona Boulevard and Bogart Avenue	2,527	2,407	2,006	2,638
Ramona Boulevard and Downing Avenue	2,147	2,380	2,352	2,608
Ramona Boulevard and Badillo Street	1,980	2,286	2,173	2,508
Badillo Street & Puente Avenue	2,046	2,154	2,242	2,365
Maine Avenue and Palmrose Street	2,033	1,793	1,499	2,022
Maine Avenue & Clark Street	1,889	2,019	2,089	2,274
Maine Avenue & Los Angeles Street	2,784	2,915	3,064	3,247
Pacific Avenue & Bogart Avenue	1,675	2,216	1,880	2,515
Pacific Avenue & Downing Avenue	1,784	2,251	1,975	2,517
Pacific Avenue & Big Dalton Avenue	1,921	2,212	2,126	2,479
Ramona Boulevard & Cesar Chavez Drive	2,369	3,306	2,558	3,577
Ramona Boulevard & Baldwin Park Boulevard	2,858	3,804	3,186	4,265
Ramona Boulevard & Steward Avenue	1,946	2,197	2,138	2,420
Ramona Boulevard & Merced Avenue	2,566	2,783	2,824	3,071
Merced Avenue & Baldwin Park Boulevard	2,715	2,947	3,038	3,342
Screening Threshold	24,000	24,000	24,000	24,000
Significant?	No	No	No	No

SOURCE: The Mobility Group, 2015

As detailed in Section 3.13, *Transportation and Traffic*, a review of the 2010 Congestion Management Plan (CMP) shows that four arterial monitoring stations and five freeway monitoring stations are close to the Specific Plan area and where CMP impacts could potentially occur from build out of the Specific Plan. The maximum number of trips that the Specific Plan at build out would add to any of the CMP arterial monitoring stations would be 43 pm trips at Azusa Avenue and Cameron Avenue. As the threshold of 50 or more trips for arterial roadways would not be exceeded, impacts related to CMP arterials would be less than significant. The maximum number of one-way Specific Plan trips that would be added to a freeway segment would be in the pm peak hour with 55 trips on I-10 east of Peck Road. As these volumes are well below the CMP threshold of 150 trips, impacts to CMP freeways would be less than significant.

The Specific Plan would generate about 186 net additional transit trips (101 inbound trips and 85 outbound trips) in the am peak hour, and about 365 additional transit trips (184 inbound and 181 outbound) in the pm peak hour. Based on the existing service frequency of transit lines near the Specific Plan area, the hourly directional capacity of the transit lines is 2,151. The highest directional volume of peak-hour trips added by the Specific Plan would be about 8.5 percent of the total hourly directional transit capacity, which would not cause the capacity of the transit system to be substantially exceeded. Therefore, the proposed Specific Plan would not create any significant impacts on the transit systems serving the Specific Plan area. Therefore, as none of the thresholds for consistency to the CMP would be exceeded, the proposed Specific Plan is consistent with the congestion management plan, and violation of an air quality standard or contribution to an existing or projected air quality standard from operation of the proposed Specific Plan would be less than significant.

Mitigation Measures

Mitigation Measure AIR-1: The City shall ensure that project approvals within the Specific Plan area require that all onsite vehicles and equipment with horsepower greater than 50 shall meet, at a minimum, USEPA Tier IV interim engine certification requirements. If Tier IV interim equipment is not available, the contractor may apply other available technologies available for construction equipment such that it would achieve a comparable reduction in NOx and PM emissions comparable to that of Tier IV construction equipment. Where alternatives to USEPA Tier IV are utilized, the contractor shall be required to show evidence to the City that these alternative technologies would achieve comparable emissions reductions. Certifications or alternative reduction strategies shall be required prior to receiving a construction permit.

Mitigation Measure AIR-2: The City shall ensure that project approvals within the Specific Plan area require that all active construction areas shall be watered at least four times daily to reduce fugitive dust emissions from grading, excavation, and other ground preparation. Watering shall be sufficient to prevent airborne dust from leaving the site. Increased watering frequency may be necessary whenever wind speeds exceed 15 miles per hour. Reclaimed water shall be used whenever possible.

Significance after Mitigation: Even with the implementation of Mitigation Measures AIR-1 and AIR-2 impacts related to construction from implementation of the Specific Plan would be significant because the construction intensity and schedule of individual projects is unknown, and there is the possibility that substantial construction/development could occur at the same time, or different phasing combinations could overlap to result in increased levels of emissions. Therefore, impacts related to violation of a regional air quality standard or contribution to an existing or projected air quality violation would be **significant and unavoidable**.

Impact 3.2-3: Result in a cumulatively considerable net increase of any criteria pollutant for which the Project region is nonattainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors).

A cumulative impact arises when two or more individual effects which, when considered together, are considerable or which compound or increase other environmental impacts. Cumulative impacts can result from individually minor but collectively significant impacts, meaning that the project's incremental effects must be viewed in connection with the effects of past, current, and probable future projects.

As the Basin is currently in non-attainment for ozone, PM_{10}, and $PM_{2.5}$, cumulative development consisting of the proposed Specific Plan along with other reasonably foreseeable future projects in the Basin as a whole could violate an air quality standard or contribute to an existing or projected air quality violation. This is considered to be a significant cumulative impact.

With respect to determining the significance of the proposed Specific Plan's contribution to regional emissions, the SCAQMD neither recommends quantified analyses of cumulative construction emissions nor provides methodologies or thresholds of significance to be used to assess cumulative construction impacts. According to the SCAQMD, individual construction projects that exceed the SCAQMD recommended daily thresholds for project-specific impacts would cause a cumulatively considerable increase in emissions for those pollutants for which the Basin is in non-attainment under an applicable federal or state ambient air quality standard. As discussed previously, the worst-case daily construction emissions associated with the proposed Specific Plan would exceed the SCAQMD's construction thresholds for NOx, PM_{10}, and $PM_{2.5}$.

Therefore, as pollutants for which the Basin is in non-attainment (i.e., ozone, PM_{10}, and $PM_{2.5}$) associated with the proposed project would exceed SCAQMD's respective thresholds for construction, these pollutant emissions would, in conjunction with other past, current, and probable future construction projects, would be cumulatively considerable and significant and unavoidable.

As described above, operational emissions associated with vehicular traffic, energy consumption and other area sources (such as landscaping, use of consumer products) would not exceed SCAQMD daily thresholds for ROG, NO_x, CO, PM_{10} and $PM_{2.5}$ upon build of the Specific Plan. As

the Specific Plan would result in a less than significant impact with respect to SCAQMD thresholds during operation it would not be cumulatively considerable. Additionally, the proposed Specific Plan would be consistent with regional AQMP strategies, such as those related to high-density, infill development centered around public transit opportunities, designed to improve air quality in the Basin and comply with applicable standards.

Mitigation Measures

> **Mitigation Measure AIR-1 and AIR-2** shall be implemented to reduce cumulative construction related air quality impacts.

Significance after Mitigation: Significant and Unavoidable. Implementation of Mitigation Measures AIR-1 and AIR-2 would reduce construction emissions from development projects that would occur from implementation of the proposed Specific Plan; however, impacts after mitigation would remain **cumulatively considerable**.

Impact 3.2.4: Expose sensitive receptors to substantial pollutant concentrations, including increased levels of TACs.

In an urbanized environment, air pollutant concentrations are usually most prominent along busy streets and at busy intersections, where automotive exhausts can build up while vehicles stop and idle or slow down to approach and proceed through or make turning movements. The primary source of potential air toxics associated with operation of the proposed Specific Plan include diesel particulates from construction equipment during construction, and upon completion of construction, diesel particulates from delivery trucks (e.g., truck traffic on local streets and onsite truck idling) to the commercial and retail uses proposed by the Specific Plan.

Construction activities would take place intermittently as various development projects occur within the Specific Plan area throughout the 20-year build out period. Because development projects would be short-term and scattered throughout the Specific Plan area, sensitive receptors would be exposed for short-term limited time during nearby construction activities, but would not be exposed to construction emissions over the entire construction period. Health risk is evaluated assuming a constant exposure to emissions of a 70-year lifetime, 24 hours a day, seven days a week. As the exposure to receptors would be short-term and limited during infill development activities, DPM impacts from construction activities would be considered less than significant. In addition, implementation of Mitigation Measure AIR-1 would further reduce impacts related to TACs.

Implementation of the proposed Specific Plan would result in new land uses in the Specific Plan area consisting of residential and non-residential employment generating uses that may utilize solvents, cleaners, and motor vehicle emissions, which are not anticipated to emit TAC emissions in appreciable quantities. In addition, any commercial use that would be a stationary source of TAC emissions would be subject to the rules and regulations of SCAQMD. As discussed previously, TACs are regulated at the federal, state, and local levels. At the local level, SCAQMD

Regulation XIV (Toxics and Other Non-Criteria Pollutants), and in particular Rule 1401 (New Source Review), would require that all sources that possess the potential to emit TACs be required to obtain permits from SCAQMD. Permits are granted to these operations if they are constructed and operated in accordance with applicable regulations, including new source review standards and air toxics control measures.

ARB's Handbook includes the recommendation to avoid the siting of new sensitive land uses (e.g., residences, schools) within 500 feet of freeways, urban roads with 100,000 vehicles/day, or rural roads with 50,000 vehicles/day. None of the proposed residential uses in the Specific Plan area would be located within 500 feet of a freeway. In addition, based on the projected 2035 average daily traffic (ADT) volume on roadways in the Specific Plan area, no residential uses would be located within 500 feet of an urban road with 100,000 vehicles per day. Therefore, the location of the proposed residential uses would be in concurrence with ARB recommendations. Based on the criteria in the ARB guidance document, it can be ascertained that the proposed Specific Plan would not have the potential to expose sensitive receptors to TACs from mobile sources to an extent that health risks could result. This impact would be less than significant.

New sensitive receptors would be exposed to diesel-fueled Metrolink trains that form an existing source of TAC emissions. Sensitive receptors introduced by the proposed Specific Plan would primarily include residential uses. The Baldwin Park Metrolink station is located at 3825 Downing Avenue, within the Specific Plan area. The station is served by the San Bernardino line. As many as 19 trains traverse the station westbound to Los Angeles and an equal number trains travel through the station east to San Bernardino. Additionally, Union Pacific also uses this rail line and has an average of 4 freight trains traversing the project area daily. The approximate 42 daily train trips are only present intermittently and for a brief time. As such, the train trips are not a constant source of emissions.

ARB's *Air Quality and Land Use Handbook* provides general guidance that can be applied to projects proposed in the vicinity of line source emissions, such as freeways, train tracks, etc. The report, based on traffic-related studies, states that the additional non-cancer health risk attributable to proximity, was strongest within 300 feet. Therefore, impacts from Metrolink trains would be greatest within 300 feet of the tracks, and sensitive receptors within 300 feet from the tracks could potentially be exposed to significant levels of DPM emissions. Implementation of Mitigation Measures AIR-3 and AIR-4 would reduce potential impacts related to exposure of sensitive receptors to substantial pollutant concentrations, including TACs, to a less-than-significant level.

Mitigation Measures

Mitigation Measure AIR-3: The City shall ensure that project approvals within the Specific Plan area require that any new sources of TAC emissions that are proposed to be located within 300 feet of existing sensitive receptors shall implement all available best management practices and control technologies to reduce emissions to below regulatory thresholds that exist at the time of construction. Compliance with this requirement shall be confirmed through generation of a health risk assessment that demonstrates the emissions

levels and risks to nearby receptors are less than 10 in one million increase in cancer risk, and less than 1 for non-cancer risk, unless thresholds are superseded by more current SCAQMD threshold. Health risk assessments shall be submitted to the City Planning Division for review and approval prior to beginning of construction.

Mitigation Measure AIR-4: The City shall ensure that project approvals within the Specific Plan area require that any sensitive uses proposed to be located within 500 feet of the Metrolink tracks shall be equipped with a filtered air supply system to maintain units under positive pressure when windows are closed. The ventilation system, whether a central HVAC (heating, ventilation and air conditioning) or a unit-by-unit filtration system, shall include high-efficiency filters meeting minimum efficiency reporting value (MERV) 13, per American Society of Heating, Refrigerating and Air-Conditioning Engineers (ASHRAE) Standard 52.2 (equivalent to approximately ASHRAE Standard 52.1 Dust Spot 85%). The efficiency rating of the filtration system shall be determined based on a health risk assessment conducted for the proposed development, such that cancer and non-cancer risks are reduced to a 10 in one million increase in cancer risk, and less than 1 for non-cancer risk, unless thresholds are superseded by more current SCAQMD threshold. Air intake systems for HVAC shall be placed based on exposure modeling to minimize roadway air pollution sources. The ventilation system shall be designed by an engineer certified by ASHRAE, who shall provide a written report documenting that the system offers the best available technology to minimize outdoor to indoor transmission of air pollution. Disclosure to the occupants (buyers and renters) within a 500-foot radius shall be required regarding the proximity of Metrolink tracks, the occurrence of diesel emissions form Metrolink trains, and the potential increased cancer and non-cancer risks associated with the development location.

Significance After Mitigation: Less than significant.

Cumulative Impacts

The cumulative study area for air quality is the entire South Coast Air Basin (Basin). As the Basin is currently in non-attainment for ozone, PM_{10}, and $PM_{2.5}$, cumulative development consisting of build out of the proposed Specific Plan along with other reasonably foreseeable future projects in the Basin as a whole could violate an air quality standard or contribute to an existing or projected air quality violation. This is considered to be a significant cumulative impact. With respect to whether the proposed Specific Plan's contribution to regional emissions is substantial, the SCAQMD neither recommends quantified analyses of cumulative construction emissions nor provides methodologies or thresholds of significance to be used to assess cumulative construction impacts. According to the SCAQMD, individual construction projects that exceed the SCAQMD recommended daily thresholds for project-specific impacts would cause a cumulatively considerable increase in emissions for those pollutants for which the Basin is in non-attainment. As discussed previously, the "worst-case" daily construction emissions

would exceed SCAQMD's construction thresholds. Therefore, pollutant emissions from construction activities would be cumulatively considerable.

Operational emissions associated with vehicular traffic, energy consumption and other area sources (such as landscaping, use of consumer products) would not exceed SCAQMD daily thresholds, and would not be cumulatively considerable, as described further under Impact 3.2-3 above. Additionally, the proposed Specific Plan would be consistent with regional AQMP strategies, such as those related to high-density, infill development centered around public transit opportunities, designed to improve air quality in the Basin and comply with applicable standards. Thus, operational impacts related to air quality from implementation of the proposed Specific Plan would be less than cumulatively considerable.

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3.3 Cultural Resources

Introduction

This section addresses the potential impacts of the project on cultural resources. Cultural resources include prehistoric and historic sites, structures, districts, places, and landscapes, or any other physical evidence associated with human activity considered important to a culture, a subculture, or a community for scientific, traditional, religious or other reason. Under CEQA, paleontological resources, although not associated with past human activity, are grouped within cultural resources. For the purposes of this analysis, cultural resources are categorized into the following groups: archaeological resources, historic resources (including architectural/engineering resources), contemporary Native American resources, human remains, and paleontological resources.

Archaeological resources are places where human activity has measurably altered the earth or left deposits of physical remains. Archaeological resources may be either prehistoric-era (before European contact) or historic-era (after European contact). The majority of such places in California are associated with either Native American or Euro-American occupation of the area. The most frequently encountered prehistoric or historic Native American archaeological sites are village settlements with residential areas and sometimes cemeteries; temporary camps where food and raw materials were collected; smaller, briefly occupied sites where tools were manufactured or repaired; and special-use areas like caves, rock shelters, and rock art sites. Historic-era archeological sites may include foundations or features such as privies, corrals, and trash dumps.

Historic resources include standing structures, infrastructure, and landscapes of historic or aesthetic significance that are generally 50 years of age or older. In California, historic resources considered for protection tend to focus on architectural sites dating from the Spanish Period (1529-1822) through World War II (WWII) and Post War era facilities. Some resources, however, may have achieved significance within the past 50 years if they meet the criteria for exceptional significance. Historic resources are often associated with archaeological deposits of the same age.

Contemporary Native American resources, also called ethnographic resources, can include archaeological resources, rock art, and the prominent topographical areas, features, habitats, plants, animals, and minerals that contemporary Native Americans value and consider essential for the preservation of their traditional values. These locations are sometimes difficult to define and traditional culture often prohibits Native Americans from sharing these locations with the public.

Paleontology is a branch of geology that studies the life forms of the past, especially prehistoric life forms, through the study of plant and animal fossils. Paleontological resources represent a limited, non-renewable, and impact-sensitive scientific and educational resource. As defined in this section, paleontological resources are the fossilized remains or traces of multi-cellular invertebrate and vertebrate animals and multi-cellular plants, including their imprints from a

previous geologic period. Fossil remains such as bones, teeth, shells, and leaves are found in the geologic deposits (rock formations) where they were originally buried. Paleontological resources include not only the actual fossil remains, but also the collecting localities, and the geologic formations containing those localities.

3.3.1 Environmental Setting

The Specific Plan area is located in eastern Los Angeles County along the southern flanks of the Transverse Range geologic province. The Specific Plan area is located on the northern block of the Los Angeles Basin, and it is underlain by alluvial fan deposits consisting of boulders, cobbles, pebbles and sand derived from the San Gabriel Mountains to the north. The San Gabriel River is located approximately 1.5 miles west of the Specific Plan area.

The Specific Plan area is an urban area that has been developed for residential, commercial, transit, open space, and civic center uses. The topography is flat with a gradual slope to the southeast towards the San Gabriel River.

Prehistoric Setting

The abundant and diverse environmental resources of the coastal Los Angeles basin have attracted human inhabitants from the earliest times. The prehistory of the region has been summarized within four major horizons or cultural periods: Early, Millingstone, Intermediate, and Late Prehistoric (Wallace, 1955).

The Early period covers the interval from the first presence of humans in southern California until post-glacial times. While people are known to have inhabited southern California beginning at least 13,000 years Before Present (B.P.) (Arnold et al., 2004), the first evidence of human occupation of the Los Angeles area dates to at least 9,000 B.P. These occupations are associated with a period known as the Millingstone Cultural Horizon (7,000-4,000 B.P) (Wallace, 1955; McIntyre, 1990). Departing from the subsistence strategies of their nomadic big-game hunting predecessors, Millingstone populations established more permanent settlements. Settlements were located primarily on the coast and in the vicinity of estuaries, lagoons, lakes, streams, and marshes where a variety of resources, including seeds, fish, shellfish, small mammals, and birds, were exploited. Early Millingstone occupations are typically identified by the presence of handstones (manos) and millingstones (metates), while those Millingstone occupations dating later than 5,000 B.P. contain a mortar and pestle complex as well, signifying an increased dependence on new food sources, such as acorns and starchy tubers.

Although many aspects of Millingstone culture persisted, by 3,500 B.P., a number of socioeconomic changes occurred (Wallace, 1955; McIntyre, 1990). These changes are associated with the period known as the Intermediate Horizon (3,500-1,500 B.P.) (Wallace, 1955). Increasing population size necessitated the intensified use of existing terrestrial and marine resources (Erlandson, 1994). This was accomplished in part through use of the circular shell fishhook on the coast and more abundant and diverse hunting equipment. The Intermediate Horizon marks a period in which specialization in labor emerged, trading networks became an

increasingly important means by which both utilitarian and non-utilitarian materials were acquired, and travel routes were extended. Archaeological evidence suggests that the margins of rivers, marshes, and swamps within the Los Angeles River drainage, with their rich variety of resources, served as locations of prehistoric settlement and travel during this period (Altschul et al., 2003).

The Late Prehistoric Period, spanning from approximately 1,500 years B.P. to the Spanish mission era, witnessed an increase in terrestrial and sea mammal hunting, along with continued seed collecting (Wallace, 1955). Small projectile points indicate the use of the bow and arrow. Although the location of Late Period villages does not significantly change, the villages become larger in size and fewer in number (McIntyre, 1990). Inter-village and inter-regional trade increased, and there is evidence for the use of shell beads as a form of money in economic exchanges.

Ethnographic Background

Gabrielino-Tongva

The region was traditionally occupied by the Takic-speaking Gabrielino-Tongva Indians. The term "Gabrielino" is a general term that refers to those Native Americans who were administered by the Spanish at the Mission San Gabriel Arcángel. Many contemporary Gabrielino identify themselves by the name "Tongva." Prior to European colonization, the Gabrielino-Tongva occupied a diverse area that included: the watersheds of the Los Angeles, San Gabriel, and Santa Ana rivers; the Los Angeles basin; and the islands of San Clemente, San Nicolas, and Santa Catalina (Kroeber, 1925). The Gabrielino language, like the Tataviam language, was part of the Takic branch of the Uto-Aztecan language family.

The Gabrielino-Tongva Indians were hunter-gatherers and lived in permanent communities located near the presence of a stable food supply. Community populations generally ranged from 50 to 100 inhabitants, although larger settlements may have existed. The Gabrielino-Tongva are estimated to have had a population numbering around 5,000 in the pre-contact period (Kroeber, 1925). Villages are reported to have been the most abundant in the San Fernando Valley, the Glendale Narrows area north of Downtown, and around the Los Angeles River drainage (Gumprecht, 2001).

Subsistence consisted of hunting, fishing, and gathering. Small terrestrial game were hunted with deadfalls, rabbit drives, and by burning undergrowth, while larger game such as deer were hunted using bows and arrows. Fish were taken by hook and line, nets, traps, spears, and poison (Bean and Smith, 1978). The primary plant resources were the acorn, gathered in the fall and processed in mortars and pestles, and various seeds that were harvested in late spring and summer and ground with manos and metates. The seeds included chia and other sages, various grasses, and islay or holly-leafed cherry.

Coming ashore on Santa Catalina Island in October of 1542, Juan Rodriguez Cabrillo was the first European to make contact with the Gabrielino-Tongva; the 1769 expedition of Gaspar de Portolá also passed through Gabrielino-Tongva territory (Bean and Smith, 1978). Native

Americans suffered severe depopulation and their traditional culture was radically altered after Spanish contact. Nonetheless, Gabrielino-Tongva descendants still reside in the greater Los Angeles and Orange County areas and maintain an active interest in their heritage.

Prehistoric Resource Sites

The project site is located approximately two miles east of the San Gabriel River. However, Baldwin Park is not known to have contained any permanent settlements for the Gabrielino Indians (Pinheiro, 1999). In addition, the records search conducted by the South Central Coastal Information Center (SCCIC) identified no archaeological sites within the project site or within a 0.5-mile radius of the project site (SCCIC, 20014).

Existing Historic Resources

There are two identified historic resources within the Specific Plan area, which are listed in **Table 3.3-1**, and described below. The Specific Plan area does not contain any National Register or locally listed historic resources. To be considered a locally historic property, the building must be reviewed by the Baldwin Park Historic Resource Advisory Committee which makes recommendations to the City Council. The City Council will therefore, determine if the resources identified here as potentially historic are significant at a local level.

There are, however, numerous residential and commercial buildings that are older than 50 years located within the Specific Plan area that have not been comprehensively surveyed and evaluated. Therefore, it is possible that other potentially eligible historic resources exist within the Specific Plan area that could have significant associations with important events, people, or have high architectural merit.

TABLE 3.3-1
HISTORIC RESOURCES WITHIN THE SPECIFIC PLAN AREA

Property	P-Number (P-19-)	Date Recorded	Register Status
Baldwin Park City Hall 14403 Pacific Ave	167222	1978	Listed on CRHP; Eligible for NR
Central School Auditorium 14447 Pacific Avenue	n/a	1988	Eligible for CRHP and NR

CRHP: California Register Historic Place
NR: National Register

Baldwin Park City Hall

The Baldwin Park City Hall is listed on the California Register of Historic Resources and is determined eligible for listing on the National Register. The Baldwin Park City Hall was constructed in 1910, remodeled in 1958, and again in 1972. The building once served as a school (Central School) and was taken over for civic purposes in March 1958 shortly after the City's incorporation. The building is one-story resting on a high brick wall basement. It appears that the building was built in two sections; an addition to the north occurring later. However, no original

drawings of the structure exist, and the name of the architect and/or builder is unknown. The building was remodeled in 1958, and again in 1972, which altered the original arrangement of the old Central School (Koeper 1978). Although the building has been substantially altered, it is listed on the California Register of Historic Resources and is determined eligible for listing on the National Register.

Central School Auditorium

The Central School Auditorium is eligible for listing on the National Register, as well as the California Register Historic Places, not only for its architectural significance as a good example of Art Deco architecture, but also for its associations with an important historic event; the federal Works Progress Administration (WPA), established during the depression to provide jobs. Built in 1936, the architect is a local (Los Angeles) architect who also designed USC's Doheny Memorial Library, the interior of St. Vincent de Paul Church, and the Pacific Stock Exchange Building. Originally part of Baldwin Park Central School, the school was later relocated in the 1950s and the auditorium was sold. It became the temporary home for City Council meetings until City Hall was completed in 1978. In 2004, the City was awarded $2.4 million to rehabilitate the building as an Arts and Recreation Center (ARC). This building, because of its architecture and historic association with the WPA, appears eligible for listing in the National Register, as well as the state register. The recent alternations to the structure appear compatible with the original style of the building and do not detract from its historical or architectural significance.

This building is a two-story, concrete auditorium structure designed in the Art Deco style of architecture, with a rectangular plan, a flat roof, painted concrete walls, and fluted pilasters. Decorative chevron-shaped banding is located above the former entry doors and two large concrete pillars with tiled caps are located to either side of the central doorway. The cornice line is decorated with recessed niches containing painted metal chevrons. Two two-story additions are located on the north façade and one on the east façade. These consist primarily of a concrete elevator tower with external glass and metal stairway, and a large, concrete-clad addition to the east with diagonal scoring. The primary entrance has been relocated to the north façade and consists of two modern, all-glass double doors. The interior has been completely remodeled and the exterior restored. The building is now the Arts and Recreation Center and includes a dance studio, arts and crafts studio, exhibit gallery, small indoor amphitheater, and outdoor nature and picnic area.

In addition, several properties located within the Specific Plan area are of historic-age. The properties within the Specific Plan area that have been reviewed for potential resources are described below **Table 3.3-2**.

TABLE 3.3-2
PROPERTIES REVIEWED FOR POTENTIAL HISTORIC RESOURCES IN THE SPECIFIC PLAN AREA

Building Name	Building Location	Year Constructed
Commercial Building	14330 Ramona Blvd	Unknown
Knolls Pharmacy/Post Office Building	14300 Ramona Boulevard	1925

Morgan Park	Northeast corner of Ramona Boulevard and Baldwin Park Boulevard	1931
Old Bank Building	14362 Ramona Boulevard	Circa 1926
Chamber of Commerce Building	14327 Ramona Boulevard	1928
Former Red Car Charging Station	Off Badillo Street (near the Metrolink station)	Unknown

CRHL: California Registered Historical Landmark.
NR: National Register

SOURCE: Record search results, City permit records; *The Heritage of Baldwin Park* (Pinheiro, 1981, 1999); ESA survey.

Commercial Building/14330 Ramona Boulevard

A historic-age structure located at 14330 Ramona Boulevard that is currently being used as a chiropractors office is listed in the Historic Property Data File for Los Angeles County, where it is identified as ineligible for listing on the National Register.

Knolls Pharmacy/Post Office building

The property at 14300 Ramona Boulevard (Knolls Pharmacy/Post Office) is a one- and two-story commercial building with an irregular (truncated "V") shaped plan, with wall surfaces clad in both light- and dark-colored common bond brick with decorative brick pilasters and brick soldier courses running horizontally between the first and second floor levels, and along the second floor cornice level. Arched brick window headers with decorative brick transoms in a checkerboard pattern are evident above all second floor windows. Constructed in 1925 on a prominent corner lot at the intersection of Ramona Boulevard and Sterling Drive, it is a typical example of early twentieth century brick commercial architecture. The irregular V-shaped plan of the building which emphasized its corner location is indicative of the commercial and architectural importance of this building, as Baldwin Park grew from a largely agricultural outpost to a burgeoning streetcar suburb of Los Angeles. A 1950s vintage sign on the rear of the building indicates that at one point it was a Rexall drugstore before becoming Knoll's Pharmacy, which operates the building today. The interior of the building also contains a newer U.S. Post Office kiosk. While the Pharmacy building is over 80 years old, it is not associated with events that have made a significant contribution to the broad patterns of history; it is not architecturally significant, is not associated with significant historic events of persons, and is not likely to yield important information. The building does not appear to be individually eligible for listing in the National Register or state register. In addition, the building has not been designated as a local resource under the City's ordinance.

Morgan Park

Morgan Park appears ineligible for listing on federal or state registers. Established in the early 1930s, Morgan Park first included a plunge pool, pool house, and office. The park was heavily modified in the late twentieth century, and contains numerous structures and landscape elements that appear to have been constructed in the last 20 to 30 years, including a senior center and community center, which replaced the earlier pools and pool house. During that time, Morgan Park also expanded to the east, resulting in removal of residences. Due to these later additions, alterations, and expansions, the Park no longer appears as an early twentieth century suburban

recreational park and is not a historic resource. Furthermore, Morgan Park is not associated with events that have made a significant contribution to the broad patterns of history; it is not architecturally significant, is not associated with significant historic events of persons, and is not likely to yield important information.

Old Bank Building

The Old Bank Building is located on the southwest corner of Ramona and Maine. The structure does not appear to meet federal or state qualifications for listing. The building has been dated to at least pre-1945, with a probable construction date of 1926. The building is a commercial structure with a combination of Classical and Neoclassical design elements. The Old Bank building is a flat roofed, two-story structure, built of stone square blocks with simple massing, symmetrically designed, with some formal elements. It's most notable element consists of a detailed repetitive decorative frieze-like banding on the eaves, also above the windows and side entrance. The building has a series of large rectangular windows and side entry on the east side, with a second series of large square sectional windows on the second floor. The windows have added awnings on the first floor. The front of the building has a tall arched façade at the entrance with rectangular frame made of wedged stone that reaches to the top of the first floor. The arched entry has an added inset arched awning.

The structure is currently used as a Health Center (Centro de Salud) with doctor's offices. Prior to its use as a medical building, it was the location of an appliance store (Modern Appliance). At least three banks have been located at the site including Crocker Bank – 1971, Citizen's National Bank -1961, and the Bank of America – 1947.[1] The one reference found for the possible construction date of the building appears in Pinheiro (1981) which states that in 1926 "The First National Bank moved across the tracks to their new two-story building on the southwest corner of El Monte Boulevard (Ramona Boulevard) and Maine Avenue."

A panoramic photo at the Baldwin Park Historic society shows the building has had minor modifications including the addition of the awnings and additional glazing (an outer pane addition for climate control) over some of the first floor windows, with the original glazing transparent through the added panes on the second floor. The front entrance has also changed with the addition of modern doors, and the massive awning.

As described above, records were not available to determine the name of the architect or specific date of construction prior to 1945. Although the structure retains much of its original architectural elements, and has had few modifications, the building does not appear to meet federal or state criteria based on association, or exceptional architectural uniqueness. The building has not been designated as a local resource under the City's ordinance. Furthermore, the building is not associated with events that have made a significant contribution to the broad patterns of history; it is not architecturally significant, is not associated with significant historic events of persons, and is not likely to yield important information.

[1] Permit research conducted by Amy Harbin, Balwin Park City Planner.

Chamber of Commerce Building

The Chamber of Commerce Building is a one-story commercial building with a rectangular plan and a hip roof clad in red asphalt shingle with exposed eaves and decorative rafter tails, designed in a whimsical, storybook version of the Spanish Revival style of architecture. The property was built for the Baldwin Park Chamber of Commerce in 1928. The Chamber was established in 1906 to facilitate and to enhance the civic and economic development of the area, and was incorporated in 1925. According to the *Heritage of Baldwin Park*, "it is one of the few historical buildings left in Baldwin Park. Women were allowed to join the Chamber of Commerce seven years before the 19th Amendment was ratified." According to this history of Baldwin Park, the site was purchased in 1926 by Chamber members, and was built by local citizens who donated their time and labor to construct the building, as was common during that time. Chamber of Commerce members came to witness the event (and likely many of those who would help to construct the building). This building now includes replacement windows, and an addition to the rear of the building that occurred in 1970 which nearly doubled the size of the building. This building is not architecturally significant and its historic interest is primarily its former use as a Chamber of Commerce facility. It is not associated with significant historic events or persons, and it does not appear eligible for the National Register or state register. The building has not been designated as a local resource under the City's ordinance. The building is no longer used by the Chamber of Commerce and is currently vacant.

Former Red Car Charging Station

The industrial building off Badillo Street (near the Metrolink station), is ineligible for listing on federal, state, or local registers, primarily due to its impaired physical integrity, which has occurred either to the buildings or grounds, or to their immediate setting. The industrial building is a former electrical substation (automatic 1200 volt) owned and operated by Pacific Electric Railroad, which ran its Red Car Line down the center of Ramona Boulevard. At one time the building's environs consisted of a large rail yard and spurs, reserved for rail car maintenance and repair. All of the former rails and maintenance facilities are now gone. Because no permits for this building are available, it was likely built and designed by the railroad, using its own employees. This building, with brick walls, and large window openings with arched brick headers, concrete sills, and wood frames, is missing some of the circular steel vents that projected from the roof. Although some electrical hardware remains in the building, the building is in poor condition – with missing mortar, deteriorated brick and missing windows and doors. It is one of 50 known substations that existed throughout the Los Angeles area. Because of its highly altered setting, and the building's condition, this building does not appear to be eligible to listing at the federal or state level. The building has not been designated as a local resource under the City's ordinance.

Paleontological Resources

A paleontological records search was conducted by Dr. Sam McCleod, vertebrate paleontologist at the Natural History Museum (NHM) of Los Angeles County. Based on the results, no vertebrate fossil localities are within the Specific Plan area. Surface deposits within the Specific Plan area consist of younger Quaternary Alluvium, derived as deposits from the San Gabriel Mountains to the north and San Gabriel River. These deposits are unlikely to contain significant

fossils (McLeod, 2007 and 2014). Older Quaternary fluvial deposits, that may contain significant vertebrate fossils, may lie below this Quaternary Alluvium. The closest fossil locality in somewhat similar older Quaternary deposits is LACM 1728 located southeast of the Specific Plan area. This locality contained fossil specimens of horse, *Equus,* and camel, *Camelops,* at a depth of 15-20 feet below the surface. The paleontological sensitivity of the Specific Plan area is considered "moderate."

3.3.2 Regulatory Setting

Federal, state, and local governments have developed laws and regulations designed to protect significant cultural resources that may be affected by actions that they undertake or regulate. The National Historic Preservation Act (NHPA) and CEQA are the primary federal and state laws governing preservation of historic and archaeological resources of national, regional, state and local significance.

Federal

National Historic Preservation Act of 1966

Enacted in 1966, the NHPA declared a national policy of historic preservation and instituted a multifaceted program, administered by the Secretary of the Interior, to encourage the achievement of preservation goals at the federal, state, and local levels. Section 106 of the NHPA states that federal agencies with direct or indirect jurisdiction over federally funded, assisted, or licensed undertakings must take into account the effect of the undertaking on any historic property that is included in, or eligible for inclusion in, the National Register of Historic Places (NRHP) and that the ACHP must be afforded an opportunity to comment. The steps of the Section 106 process are accomplished through consultation with the SHPO, federally-recognized Indian tribes, local governments, and other interested parties. The goal of consultation is to identify potentially affected historic properties, assess effects to such properties, and seek ways to avoid, minimize, or mitigate any adverse effects on such properties.

National Register of Historic Places

The NRHP was established by the NHPA of 1966, as "an authoritative guide to be used by federal, state, and local governments, private groups and citizens to identify the Nation's historic resources and to indicate what properties should be considered for protection from destruction or impairment" (Code of Federal Regulations [CFR] 36 Section 60.2). The NRHP recognizes both historical-period and prehistoric archaeological properties that are significant at the national, state, and local levels.

To be eligible for listing in the NRHP, a resource must be significant in American history, architecture, archaeology, engineering, or culture. Districts, sites, buildings, structures, and objects of potential significance must meet one or more of the following four established criteria (U.S. Department of the Interior, 1995):

A. Are associated with events that have made a significant contribution to the broad patterns of our history;

B. Are associated with the lives of persons significant in our past;

C. Embody the distinctive characteristics of a type, period, or method of construction or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction; or

D. Have yielded, or may be likely to yield, information important in prehistory or history.

Unless the property possesses exceptional significance, it must be at least 50 years old to be eligible for NRHP listing (U.S. Department of the Interior, 1995).

In addition to meeting the criteria of significance, a property must have integrity. Integrity is defined as "the ability of a property to convey its significance" (U.S. Department of the Interior, 1995). The NRHP recognizes seven qualities that, in various combinations, define integrity: location, design, setting, materials, workmanship, feeling, and association. To retain historic integrity a property must possess several, and usually most, of these seven aspects. Thus, the retention of the specific aspects of integrity is paramount for a property to convey its significance.

State

California Register of Historical Resources

Under the California Public Resources Code, Section 5024.19(a), the California Register of Historical Resources (CRHR) was created in 1992 and implemented in 1998 as "an authoritative guide in California to be used by state and local agencies, private groups, and citizens to identify the state's historical resources and to indicate what properties are to be protected, to the extent prudent and feasible, from substantial adverse change." Certain properties, including those listed in or formally determined eligible for listing in the NRHP and California Historical Landmarks numbered 770 and higher, are automatically included in the CRHR. Other properties recognized under the California Points of Historical Interest program, identified as significant in historical resources surveys or designated by local landmarks programs, may be nominated for inclusion in the CRHR. A resource, either an individual property or a contributor to a historic district, may be listed in the CRHR if the State Historical Resources Commission determines that it meets one or more of the following criteria, which are modeled on NRHP criteria:

- **Criterion 1.** It is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage.
- **Criterion 2.** It is associated with the lives of persons important in our past.
- **Criterion 3.** It embodies the distinctive characteristics of a type, period, region, or method of construction; represents the work of an important creative individual; or possesses high artistic values.
- **Criterion 4.** It has yielded, or may be likely to yield, information important in history or prehistory.

Furthermore, under PRC 5024.1, Title 14 CCR, Section 4852(c), a cultural resource must retain integrity to be considered eligible for the CRHR. Specifically, it must retain sufficient character

or appearance to be recognizable as a historical resource and convey reasons of significance. Integrity is evaluated with regard to retention of such factors as location, design, setting, materials, workmanship, feeling, and association.

California Historical Landmarks

California Historical Landmarks (CHLs) are buildings, structures, sites, or places that have anthropological, cultural, military, political, architectural, economic, scientific or technical, religious, experimental, or other value and that have been determined to have statewide historical significance by meeting at least one of the criteria listed below. The resource also must be approved for designation by the County Board of Supervisors (or the city or town council in whose jurisdiction it is located); be recommended by the State Historical Resources Commission; and be officially designated by the Director of California State Parks. The specific standards now in use were first applied in the designation of CHL #770. CHLs #770 and above are automatically listed in the CRHR.

To be eligible for designation as a landmark, a resource must meet at least one of the following criteria:

- It is the first, last, only, or most significant of its type in the state or within a large geographic region (northern, central, or southern California);
- It is associated with an individual or group having a profound influence on the history of California; or
- It is a prototype of, or an outstanding example of, a period, style, architectural movement or construction or is one of the more notable works or the best surviving work in a region of a pioneer architect, designer, or master builder.

California Points of Historical Interest

California Points of Historical Interest (PHI) are sites, buildings, features, or events that are of local (city or county) significance and have anthropological, cultural, military, political, architectural, economic, scientific or technical, religious, experimental, or other value. PHI designated after December 1997 and recommended by the SHRC are also listed in the CRHR. No historic resource may be designated as both a landmark and a point. If a point is later granted status as a landmark, the point designation will be retired. In practice, the point designation program is most often used in localities that do not have a locally enacted cultural heritage or preservation ordinance. To be eligible for designation as a PHI, a resource must meet at least one of the following criteria:

- It is the first, last, only, or most significant of its type within the local geographic region (city or county);
- It is associated with an individual or group having a profound influence on the history of the local area; or

It is a prototype of, or an outstanding example of, a period, style, architectural movement or construction or is one of the more notable works or the best surviving work in the local region of a pioneer architect, designer, or master builder.

California Environmental Quality Act

CEQA is the principal statute governing environmental review of projects occurring in the state and is codified at PRC Section 21000 et seq. CEQA requires lead agencies to determine if a Project would have a significant effect on the environment, including significant effects on historical or archaeological resources.

Under CEQA (Section 21084.1), a project that may cause a substantial adverse change in the significance of an historical resource is a project that may have a significant effect on the environment. The *CEQA Guidelines* (Title 14 California Code of Regulations [CCR] Section 15064.4) recognize that an historical resource includes: (1) a resource listed in, or determined to be eligible by the State Historical Resources Commission, for listing in the CRHR; (2) a resource included in a local register of historical resources, as defined in PRC Section 5020.1(k) or identified as significant in a historical resource survey meeting the requirements of PRC Section 5024.1(g); and (3) any object, building, structure, site, area, place, record, or manuscript which a lead agency determines to be historically significant or significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California by the lead agency, provided the lead agency's determination is supported by substantial evidence in light of the whole record. The fact that a resource does not meet the three criteria outlined above does not preclude the lead agency from determining that the resource may be an historical resource as defined in PRC Sections 5020.1(j) or 5024.1.

If a lead agency determines that an archaeological site is a historical resource, the provisions of Section 21084.1 of CEQA and Section 15064.4 of the *CEQA Guidelines* apply. If a project may cause a substantial adverse change (defined as physical demolition, destruction, relocation, or alteration of the resource or its immediate surroundings such that the significance of an historical resource would be materially impaired) in the significance of an historical resource, the lead agency must identify potentially feasible measures to mitigate these effects (*CEQA Guidelines* Sections 15064.4(b)(1), 15064.4(b)(4)).

If an archaeological site does not meet the historical resource criteria contained in the *CEQA Guidelines*, then the site may be treated in accordance with the provisions of Section 21083, which is a unique archaeological resource. As defined in Section 21083.2 of CEQA a "unique" archaeological resource is an archaeological artifact, object, or site, for which it can be clearly demonstrated that without merely adding to the current body of knowledge, there is a high probability that it meets any of the following criteria:

- Contains information needed to answer important scientific research questions and there is a demonstrable public interest in that information;
- Has a special and particular quality such as being the oldest of its type or the best available example of its type; or,

- Is directly associated with a scientifically recognized important prehistoric or historic event or person.

If an archaeological site meets the criteria for a unique archaeological resource as defined in Section 21083.2, then the site is to be treated in accordance with the provisions of Section 21083.2, which state that if the lead agency determines that a project would have a significant effect on unique archaeological resources, the lead agency may require reasonable efforts be made to permit any or all of these resources to be preserved in place (Section 21083.1(a)). If preservation in place is not feasible, mitigation measures shall be required.

The *CEQA Guidelines* note that if an archaeological resource is neither a unique archaeological nor a historical resource, the effects of the project on those resources shall not be considered a significant effect on the environment (*CEQA Guidelines* Section 15064.4(c)(4)).

Senate Bill 18

Senate Bill 18 (SB 18), which went into effect January 1, 2005, requires local governments (city and county) to consult with Native American tribes before making certain planning decisions and to provide notice to tribes at certain key points in the planning process. The intent is to "provide California Native American tribes an opportunity to participate in local land use decisions at an early planning stage, for the purpose of protecting, or mitigating impacts to, cultural places" (Governor's Office of Planning and Research, 2005).

The purpose of involving tribes at these early planning stages is to allow consideration of cultural places in the context of broad local land use policy, before individual site-specific, project-level, land use designations are made by a local government. The consultation requirements of SB 18 apply to general plan or specific plan processes proposed on or after March 1, 2005.

According to the *Tribal Consultation Guidelines: Supplement to General Plan Guidelines* (OPR, 2005), the following are the contact and notification responsibilities of local governments:

- Prior to the adoption or any amendment of a general plan or specific plan, a local government must notify the appropriate tribes (on the contact list maintained by the Native American Heritage Commission [NAHC]) of the opportunity to conduct consultations for the purpose of preserving, or mitigating impacts to, cultural places located on land within the local government's jurisdiction that is affected by the proposed plan adoption or amendment. Tribes have 90 days from the date on which they receive notification to request consultation, unless a shorter timeframe has been agreed to by the tribe (Government Code Section 65352.3).
- Prior to the adoption or substantial amendment of a general plan or specific plan, a local government must refer the proposed action to those tribes that are on the NAHC contact list and have traditional lands located within the city or county's jurisdiction. The referral must allow a 45-day comment period (Government Code Section 65352). Notice must be sent regardless of whether prior consultation has taken place. Such notice does not initiate a new consultation process.

- Local government must send a notice of a public hearing, at least 10 days prior to the hearing, to tribes who have filed a written request for such notice (Government Code Section 65092).

If a project involves the adoption or substantial amendment of a general plan or specific plan, the provisions of Senate Bill 18 may apply.

Local

Baldwin Park 2020 General Plan

The *City of Baldwin Park 2020 General Plan's* Open Space and Conservation Element contains the following policies regarding historic and cultural resources within the city:

Policy 8.1 Implement the provisions contained in the City's Historic Resources Code to protect historically significant structures.

Policy 8.2 Encourage restoration of historic structures.

Historic Resources Code

Sections 153.285 through 153.308 of the City of Baldwin Park's Zoning Code comprise the Historic Resources Code, which was established for the purpose of:

- Safeguarding the heritage of the city by protecting designated buildings and structures that reflect the city's cultural history;
- Encouraging public understanding of the unique heritage of the city;
- Strengthening civic pride in the beauty and notable accomplishments of the past;
- Protecting and enhancing the city's attractions to residents and visitors and supporting and stimulating business and industry;
- Promoting the use of historic buildings, structures and historic districts; and
- Protecting and safeguarding the property rights of the owners whose property is declared to be a historic building or structure or is located in an area designated as a historic district.

The Historic Resources Code established a Historic Resource Advisory Committee, which is charged with various responsibilities including overseeing an ongoing historic resources survey, recommending designation of historic resources to the City Council, protecting historic resources, and promoting public understanding of historic resources. In addition, the Code created a Local Official Register of Historic Resources and sets forth the criteria for designating historic structures (Section 153.291) and the process for adoption of a historic resource. To date, no buildings or structures in Baldwin Park have been designated as an historic resource by the Committee.

Under the Municipal Code, the sole discretion to determine whether a building should be designated as a local landmark is vested in the Baldwin Park City Council (Section 153.295).

Baldwin Park's Historic Resources Code (Section 153.291) sets forth the following criteria for the Council to evaluate:

(A) The building or structure proposed for designation is particularly representative of a distinct historical period, type, style, region or way of life.

(B) The building or structure was connected with someone renown, important, or a local personality.

(C) The building or structure is connected with a business or use which was once common but is now rare.

(D) The building or structure represents the work of a master builder, engineer, designer, artist or architect whose individual genius influenced his age.

(E) The building or structure is the site of an important historic event or is associated with events that have made a meaningful contribution to the nation, state or city.

(F) The building or structure exemplifies a particular architectural style.

(G) The building or structure exemplifies the best remaining architectural type of a neighborhood.

(H) The construction materials or engineering methods used in the building or structure embody elements of outstanding attention to architectural or engineering design, detail, material or craftsmanship.

Paleontological Resources

State

Paleontological resources are also afforded protection by CEQA. Appendix G (Part V) of the *CEQA Guidelines* provides guidance relative to significant impacts on paleontological resources, stating that a project will normally result in a significant impact on the environment if it will "…disrupt or adversely affect a paleontologic resource or site or unique geologic feature, except as part of a scientific study." Section 5097.5 of the Public Resources Code specifies that any unauthorized removal of paleontological remains is a misdemeanor. Further, the California Penal Code Section 622.5 sets the penalties for the damage or removal of paleontological resources.

Professional Standards

The Society of Vertebrate Paleontology (SVP) has established standard guidelines for acceptable professional practices in the conduct of paleontological resource assessments and surveys, monitoring and mitigation, data and fossil recovery, sampling procedures, and specimen preparation, identification, analysis, and curation. Most practicing professional paleontologists in the nation adhere closely to the SVP's assessment, mitigation, and monitoring requirements as specifically provided in its standard guidelines. Most state regulatory agencies accept the SVP standard guidelines as a measure of professional practice.

3.3.3 Thresholds of Significance

In accordance with Appendix G of the *CEQA Guidelines*, the project could have a significant impact on cultural resources if it would result in any of the following:

- Cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5;
- Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5;
- Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature; or
- Disturb any human remains, including those interred outside of formal cemeteries.

CEQA provides that a project may cause a significant environmental effect where the project could result in a substantial adverse change in the significance of a historical resource (Public Resources Code, Section 21084.1). *CEQA Guidelines* Section 15064.5 defines a "substantial adverse change" in the significance of a historical resource to mean physical demolition, destruction, relocation, or alteration of the resource or its immediate surroundings such that the significance of a historical resource would be "materially impaired" (*CEQA Guidelines*, Section 15064.5[b][1]).

CEQA Guidelines, Section 15064.5(b)(2), defines "materially impaired" for purposes of the definition of "substantial adverse change" as follows:

The significance of a historical resource is materially impaired when a project:

- Demolishes or materially alters in an adverse manner those physical characteristics of an historical resource that convey its historical significance and that justify its inclusion in, or eligibility for, inclusion in the California Register; or
- Demolishes or materially alters in an adverse manner those physical characteristics that account for its inclusion in a local register of historical resources pursuant to Section 5020.1(k) of the Public Resources Code or its identification in an historical resources survey meeting the requirements of Section 5024.1(g) of the Public Resources Code, unless the public agency reviewing the effects of the project establishes by a preponderance of evidence that the resource is not historically or culturally significant; or
- Demolishes or materially alters in an adverse manner those physical characteristics of a historical resource that convey its historical significance and that justify its eligibility for inclusion in the California Register as determined by a lead agency for purposes of CEQA.

In accordance with *CEQA Guidelines* Section 15064.5(b)(3), a project that follows the Secretary of the Interior's *Standards for the Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating, Restoring, and Reconstructing Historic Buildings* or *Standards for*

Rehabilitation and Guidelines for Rehabilitating Historic Buildings is considered to have mitigated impacts to historic resources to a less-than-significant level.

Historic resources are usually 50 years old or older and must meet at least one of the criteria for listing in the California Register (such as association with historical events, important people, or architectural significance), in addition to maintaining a sufficient level of physical integrity (*CEQA Guidelines* Section 15064.5[a][3]).

3.3.4 Methodology

Records Search and Historic Map and Aerials Review

To evaluate the project's potential effects on significant cultural resources, including prehistoric and historic archaeological sites, a project-specific cultural resources literature and records search was conducted by the California Historical Resources Information System (CHRIS) South Central Coastal Information Center (SCCOC) at California State University, Fullerton, which reviewed the State of California Office of Historic Preservation records, base maps, historic maps, and literature for Los Angeles County on file. The records search included an examination of previous cultural resources survey coverage, studies, and known cultural resources within a 0.5-mile radius of the project area. Historic maps and aerial photographs were also examined. The search included a review of the National Register of Historic Places (NRHP), the California Register of Historical Resources (CRHR), the California Points of Historical Interest list (CPHI), the California Historical Landmarks (CHL) list, the Archaeological Determination of Eligibility list (ADOE), and the California State Historic Resources Inventory list.

The results of the records search indicated that nine previous cultural resources studies have been conducted within 0.5-mile of the Specific Plan area, including seven studies that included portions of the Specific Plan area. These studies are listed in **Table 3.3-3**.

Two cultural resources within the Specific Plan area were identified by the previous cultural resources studies. These resources include the Baldwin Park City Hall (p-19-167222), which is on the California Register of Historic Resources and is determined eligible for listing on the National Register; and the Central School Auditorium, which determined to be eligible for listing on the National Register of Historic Places.

TABLE 3.3-3
CULTURAL RESOURCES STUDIES CONDUCTED WITHIN THE PLANNING AREA

SCCIC Report No.	Author	Year	Study
LA-02782	Boxt, Matthew A.	1992	A Cultural Resource Assessment of the Three Potential Treatment Plant Sites within the Cities of Irwindale, Baldwin Park, and West Covina, Los Angeles County, California
LA003101	White, William G.	1994	Cultural Resource Investigation of Eight Monitoring Well Locations for the San Gabriel Basin Demonstration Project, Los Angeles County, California.

SCCIC Report No.	Author	Year	Study
LA-03824	Anonymous Prepared by Greenwood and Associates	1995	Cultural Resources Report for the Baldwin Park Operable Unit Water Delivery Plan
LA-06111	Duke, Curt	2003	Cultural Resource Assessment Cingular Wireless Facility No. Vy 218-04 Baldwin Park, Los Angeles County, California.
LA-07244	Bonner, Wayne H.	2002	Records Search Results for Cingular Wireless Site Vy-218-03 (Baldwin Park Blvd., Baldwin Park, Los Angeles County, California.
LA10641	Tang, Bai "Tom"	2010	Preliminary Historical/Archaeological Resources Study, San Bernardino Line Positive Train Control Project, Southern California Regional Rail Authority, Counties of Los Angeles and San Bernardino
LA-12566	Hunt, Kevin and Robert Ramirez	2013	City of Baldwin Park, Baldwin Park Transit Center Apartments Project Cultural Resources Study

Native American Sacred Lands File Search

A Sacred Lands Files (SLF) records search for the Specific Plan area was requested from the Native American Heritage Commission (NAHC) on November 14, 2014. The NAHC issued a response on November 21, 2014, which stated that the record search of the SLF failed to indicate the presence of Native American cultural resources within the Specific Plan area or immediate vicinity. The NAHC results also noted, however, that the "absence of specific site information in the sacred lands file does not indicate the absence of cultural resources in any project area." A list of nine Native American tribal members who may have additional knowledge of the project was included with the NAHC results. Letters were sent to these tribal members on December 29, 2014 describing the proposed project and map indicating the Specific Plan area. Recipients were invited to reply with any information they are able to share about Native American resources that might be affected by the proposed project. No responses were received from any of the tribes.

Paleontological Records Search

For paleontological resources, a project-specific paleontological resources records search was conducted by the Natural History Museum of Los Angeles County in October 2007 and in December 2014 by Dr. Sam McLeod, an NHM paleontologist.

In addition to the records searches, the City's General Plan was reviewed to identify any cultural resources not included in the records search.

3.3.5 Impact Analysis

Impact 3.3.1: The proposed project could cause a substantial adverse change in the significance of a historical resources as defined in Section15064.5.

As described above, two historic resources have been identified within the Specific Plan area. These resources include the Baldwin Park City Hall, which is on the California Register of

Historic Resources and is determined eligible for listing on the National Register; and the Central School Auditorium, which determined to be eligible for listing on the National Register of Historic Places.

The Specific Plan would not result in changes to either historic resource in the City. The City Hall would not be modified by the proposed Specific Plan. The City Hall has not been identified as an underutilized parcel that would be redeveloped to provide housing or retail uses. No physical changes to the City Hall building would occur by implementation of the proposed Specific Plan.

The Specific Plan does include development of a new Arts Park to be located on the across from City Hall. The new Arts Park would provide a location for civic and community functions, and create a museum without walls for performance art, sculpture, and temporary two-dimensional art displays. The Arts Park would include open space, street furniture, landscaping, public art, a water feature, small performance space, and concessions. The new uses would be consistent with the historic civic and public uses of the City Hall building, and would not a result in an adverse change in the significance of a historical resource. As a result, the project would not result in an indirect impact on the City Hall historic resource.

As described above, the Central School Auditorium was renovated and is now the Arts and Recreation Center and includes a dance studio, arts and crafts studio, exhibit gallery, small indoor amphitheater, and outdoor nature and picnic area. This building would not be renovated by the proposed Specific Plan. However, the sidewalks adjacent to this building are proposed by the Specific Plan to be developed into an off-street walkway system that would provide pedestrian circulation between community facilities, the Metrolink Station, and within and between new mixed use and retail developments, greatly improving the pedestrian circulation in Downtown. The pedestrian circulation would be consistent with the historic and existing civic uses of the Arts and Recreation Center, and would be consistent with the existing adjacent City Hall and parking structure civic uses. As described above, the architectural guidelines and standards that are included in the Specific Plan are intended to encourage new development to respect the setting and character of the area. Thus, the proposed Specific Plan would not detract from the historic uses of this building and indirect impacts to this structure as a historic resource would not occur.

As described above, no other historic resources have been identified in the Specific Plan area. Properties are historically aged but none that have been evaluated are associated with events that have made a significant contribution to the broad patterns of our history nor likely to yield information important in prehistory or history. In addition, none of the properties embody the distinctive characteristics of a type, period, region, or method of construction or represent the work of a master, or possess high artistic values, nor likely to yield information important to the prehistory or history of the local areas, California, or the nation. As a result, demolition or renovation of the buildings listed in Table 3.3-2 would not result in the loss of significant historic resources.

In addition to the historic buildings identified in this Section, numerous residential and commercial buildings that are older than 50 years are located within the Specific Plan area. As these structures have not been comprehensively surveyed and evaluated, it is possible that they

may be eligible as historic resources if other criteria apply, such as significant associations with important events, people, or have high architectural merit. To avoid potential impacts to unidentified historic resources, or properties that could become historic resources as they age during the 20-year implementation period of the Specific Plan, the proposed Specific Plan includes a policy to avoid impacts to historic buildings. This policy states that demolition of the resources or any building in the Specific Plan area that is 50 years old or older, unless it is demonstrated that it not a significant historic resource, shall be prohibited. In addition, any alteration of these buildings shall be done so in accordance with the Secretary of the Interior's *Standards for the Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating, Restoring, and Reconstructing Historic Buildings* or *Standards for Rehabilitation and Guidelines for Rehabilitating Historic Buildings*. This policy would minimize this impact to a less-than-significant level.

Mitigation Measure: No mitigation required.

Significance After Mitigation: Less than significant.

Impact 3.3.2: The proposed project could cause a substantial adverse change in the significance of an archaeological resource:

Impacts on cultural resources could result from ground-disturbing activities and/or damage, destruction, or alteration of historic structures. Ground-disturbing activities include project-related excavation, grading, trenching, vegetation clearance, the operation of heavy equipment, or other surface and sub-surface disturbance that could damage or destroy surficial or buried archaeological resources, including prehistoric and historic remains or human burials.

The records search indicated that no prehistoric archaeological resources are located within the Specific Plan area or within 0.5-mile of the area. The Specific Plan area is located in close proximity to the San Gabriel River and is generally an area well suited to human habitation and use. Based on the historic aerial and map review, the Specific Plan area has been heavily developed for a long period of time. The specific plan area was historically used for agricultural uses, commercial, residential and industrial uses over the last 100 years. Therefore, the likelihood of the discovery of unknown prehistoric archaeological resources is minimal. However, it is known that Gabrielinos traversed the project area and since the nature of the proposed project would involve ground-disturbing activities, it is possible that such actions could unearth, expose, or disturb unknown subsurface archaeological, and/or historical, or Native American resources. Inadvertent damage to significant buried archaeological deposits during construction would be a significant impact. Implementation of Mitigation Measure CUL-1 would reduce impacts to archaeological resources to less-than-significant levels.

Measure CUL-1: During project-level construction, should subsurface archaeological resources be discovered, all activity in the vicinity of the find shall stop and a qualified archaeologist shall be contacted to assess the significance of the find according to CEQA

Guidelines Section 15064.5. Excavation or disturbance may continue in other areas of the project site that are not reasonably suspected to overlie adjacent or additional archaeological resources. If any find is determined to be significant, the archaeologist shall determine, in consultation with the implementing agency and any local Native American groups expressing interest, appropriate avoidance measures or other appropriate mitigation. Per CEQA Guidelines Section 15126.4(b)(3), preservation in place shall be the preferred means to avoid impacts to archaeological resources qualifying as historical resources. Consistent with CEQA Guidelines Section 15126.4(b)(3)(C), if it is demonstrated that resources cannot be avoided, the qualified archaeologist shall develop additional treatment measures, such as data recovery or other appropriate measures, in consultation with the implementing agency and any local Native American representatives expressing interest in prehistoric or tribal resources. If an archaeological site does not qualify as an historical resource but meets the criteria for a unique archaeological resource as defined in Section 21083.2, then the site shall be treated in accordance with the provisions of Section 21083.2.

Significance After Mitigation: Less than significant.

Impact 3.3.3: Implementation of the Specific Plan could directly or indirectly destroy a unique paleontological resource or site or unique geologic feature.

Fossil remains are found in the geologic deposits (sedimentary rock formations) within which they were originally buried. A paleontologically important deposit is one that has a high probability of producing unique, scientifically important fossils. This is determined by the abundance and densities of fossil specimens and/or previously recorded fossil sites exposed in the deposit. Therefore, the potential paleontological sensitivity of the Project site can be assessed by identifying the paleontological importance of geologic deposits within the Specific Plan area.

The Specific Plan area is underlain by younger Quaternary Alluvium, which is unlikely to contain vertebrate fossils. However, the younger Alluvium may be underlain by older Quaternary deposits that are known to contain vertebrate fossils. Fossils have been found within five miles of areas in similar deposits. Thus, the Natural History Museum of Los Angeles County considers the Specific Plan area to have a moderate paleontological sensitivity. While shallow excavation or surface grading is unlikely to uncover paleontological resources, deeper excavation into older sediments may uncover significant fossils. Thus, any deep excavations in the Specific Plan area could result in impacts to paleontological resources.

Paleontological resources represent a limited, non-renewable, and impact-sensitive scientific and educational resource. Paleontological resources include not only the actual fossil remains, but also the collecting localities, and the geologic formations containing those localities. If a paleontological resource is uncovered and inadvertently damaged, the impact to the resource could be substantial. Therefore, implementation of the proposed project could result in significant impacts to paleontological resources. As a result, Mitigation Measure CUL-2 has been included to reduce this potential impact to a less than significant level.

Mitigation Measure CUL-2: In the event that paleontological resources are encountered during the course of project development, all construction activity must temporarily cease in the affected area(s) until the uncovered fossils are properly assessed by a qualified paleontologist and subsequent recommendations for appropriate documentation and conservation are evaluated by the Lead Agency. Excavation or disturbance may continue in other areas of the Specific Plan area that are not reasonably suspected to overlie adjacent or additional paleontological resources.

Significance After Mitigation: Less than significant with mitigation incorporated.

Impact 3.3.4: Implementation of the project could disturb human remains, including those interred outside of formal cemeteries.

There is no indication that any particular site in the Specific Plan area has been used for human burial purposes in the recent or distant past. Therefore, it is unlikely that human remains would be encountered during construction of the proposed project. However, in the unlikely event that human remains were discovered during project construction, the California Health and Safety Code Section 7050.5 requires that all activities cease immediately and the Coroner shall be contacted to evaluate the remains. Should the Coroner determine the human remains to be of Native American descent, the coroner has 24 hours to notify the Native American Heritage Commission (NAHC). The NAHC would then be required to contact the most likely descendant of the deceased Native American, who would then serve as consultant on how to proceed with the remains. Compliance with the established regulatory framework (i.e., California Health and Safety Code Section 7050.5 and Public Resources Code Section 5097.98) would reduce potential impacts involving disturbance to human remains to less than significant.

Mitigation Measure: No mitigation required.

Significance After Mitigation: Less than significant.

Cumulative Impacts

The cumulative analysis for impacts on cultural and paleontological resources considers a broad regional area of which the resources are a part. The cumulative context for the cultural and paleontological resources analysis is Los Angeles County as a whole.

As described previously, numerous residential and commercial buildings dating older than 50 years are located within the Specific Plan area; and the Specific Plan includes a policy that states that demolition of any building in the Specific Plan area that is 50 years old or older is prohibited, unless it is demonstrated that it is not a significant historic resource. Thus, implementation of this Specific Plan policy would ensure that significant historic resources are not destroyed. As a

result, implementation of the Specific Plan would not contribute to cumulatively considerable historic resource impacts in the region.

Also, as described previously, the Specific Plan area is not identified as an area with unique subsurface archaeological or paleontological resources. However, previously unknown and unrecorded resources could exist within the Specific Plan area, and could be unearthed during excavation and grading activities of both the proposed Specific Plan and cumulative projects. As a result, Mitigation Measure CUL-1 has been included to require that in event of an archaeological site being discovered during excavation or construction activities, the resource be avoided, not disturbed, or otherwise preserved by an archeologist in accordance with the requirements of CEQA. Additionally, Mitigation Measure CUL-2 states that in the event that paleontological resources are discovered all construction activity must temporarily cease in the affected area(s) until the uncovered fossils are properly assessed by a qualified paleontologist.

Implementation of the Mitigation Measures, Specific Plan policies, and CEQA Guideline regulations would ensure that potential cumulative impacts from both the proposed Specific Plan and other cumulative projects to unknown archaeological and paleontological resources are less than cumulatively considerable.

Mitigation Measures: Implement Mitigation Measures CUL-1 and CUL-2.

Significance After Mitigation: Less than cumulatively considerable.

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3.4 Greenhouse Gas Emissions

Introduction

This section provides a discussion of existing regulations related to greenhouse gas (GHG) emissions and addresses GHG impacts related to implementation of the proposed Specific Plan. The methods of analyzing emissions described in this section are consistent with the recommendations of the South Coast Air Quality Management District (SCAQMD), as described below.

3.4.1 Environmental Setting

Climate

The proposed Specific Plan is located in the County of Los Angeles within the Basin, which has a distinctive climate determined by its terrain and geographic location. The general region lies in the semi-permanent high-pressure zone of the eastern Pacific, resulting in a mild climate tempered by cool sea breezes with light average wind speeds. The usually mild climate is interrupted occasionally by periods of extremely hot weather, winter storms, or Santa Ana winds.

Climate Change Overview

Gases that trap heat in the atmosphere are called GHGs. The major concern with GHGs is that increases in their concentrations are causing global climate change. Global climate change is a change in the average weather on Earth that can be measured by wind patterns, storms, precipitation, and temperature. Although there is disagreement as to the rate of global climate change and the extent of the impacts attributable to human activities, most in the scientific community agree that there is a direct link between increased emissions of GHGs and long term global temperature increases.

The principal GHGs are carbon dioxide (CO_2), methane (CH_4), nitrous oxide (N_2O), sulfur hexafluoride (SF_6), perfluorocarbons (PFCs), and hydrofluorocarbons (HFCs). Because different GHGs have different warming potential and CO_2 is the most common reference gas for climate change, GHG emissions are often quantified and reported as CO_2 equivalents (CO_2e). For example, SF_6 is a GHG commonly used in the utility industry as an insulating gas in circuit breakers and other electronic equipment. SF_6, while comprising a small fraction of the total GHGs emitted annually world-wide, is a much more potent GHG with 22,800 times the global warming potential as CO_2. Therefore, an emission of one metric ton (MT) of SF_6 could be reported as an emission of 22,800 MT of CO_2e. Large emission sources are reported in million metric tons (MMT) of CO_2e.[1]

Some of the potential effects in California of global warming may include loss in snow pack, sea level rise, more extreme heat days per year, more high ozone days, more forest fires, and more drought years (CARB, 2009). Globally, climate change has the potential to impact numerous

[1] A metric ton is 1,000 kilograms; it is equal to approximately 1.1 U.S. tons and approximately 2,204.6 pounds.

environmental resources through potential, though uncertain, impacts related to future air temperatures and precipitation patterns. The projected effects of global warming on weather and climate are likely to vary regionally, but are expected to include the following direct effects (IPCC, 2001):

- Higher maximum temperatures and more hot days over nearly all land areas;
- Higher minimum temperatures, fewer cold days and frost days over nearly all land areas;
- Reduced diurnal temperature range over most land areas;
- Increase of heat index over land areas; and
- More intense precipitation events.

Also, there are many secondary effects that are projected to result from global warming, including global rise in sea level, impacts to agriculture, changes in disease vectors, and changes in habitat and biodiversity. While the possible outcomes and the feedback mechanisms involved are not fully understood and much research remains to be done, the potential for substantial environmental, social, and economic consequences over the long term may be great.

California produced 459 gross $MMTCO_2e$ in 2012 (CARB, 2014a). Combustion of fossil fuel in the transportation sector was the single largest source of California's GHG emissions in 2012, accounting for 36 percent of total GHG emissions in the state (CARB, 2014a). This sector was followed by the electric power sector (including both in-state and out-of-state sources) (21 percent) and the industrial sector (19 percent) (CARB, 2014a).

Greenhouse Gas Emission Sources

According to much of the scientific literature on this topic, emissions of GHGs contributing to global climate change are attributable in large part to human activities associated with the transportation, industrial/manufacturing, utility, residential, commercial, and agricultural sectors. In California, the transportation sector is the largest emitter of GHGs, followed by electricity generation (CARB, 2014a). Emissions of CO_2 are byproducts of fossil fuel combustion. CH_4, a highly potent GHG, results from off-gassing (the release of chemicals from nonmetallic substances under ambient or greater pressure conditions) and is largely associated with agricultural practices and landfills. N_2O is also largely attributable to agricultural practices and soil management. CO_2 sinks, or reservoirs, include vegetation and the ocean, which absorb CO_2 through sequestration and dissolution, respectively, and are two of the most common processes of CO_2 sequestration.

3.4.2 Regulatory Setting

Federal

The federal CAA requires the USEPA to define national ambient air quality standards to protect public health and welfare in the U.S. The CAA does not specifically regulate GHG emissions; however, on April 2, 2007 the U.S. Supreme Court in *Massachusetts v. U.S. Environmental*

Protection Agency, determined that GHGs are pollutants that can be regulated under the CAA. Currently, there are no federal regulations that establish ambient air quality standards for GHGs.

The USEPA Administrator determined that atmospheric concentrations of GHGs endanger the public health and welfare within the meaning of Section 202(a) of the CAA. The evidence supporting this finding consists of human activity resulting in "high atmospheric levels" of GHG emissions, which are likely responsible for increases in average temperatures and other climatic changes. Furthermore, the observed and projected results of climate change (e.g., higher likelihood of heat waves, wild fires, droughts, sea level rise, and higher intensity storms) are a threat to the public health and welfare. Therefore, GHGs were found to endanger the public health and welfare of current and future generations.

The USEPA also recently released a proposed rule which would regulate GHG emissions from existing power plants across the nation. The proposed rule establishes state-by-state 2030 GHG goals.

State

The California Air Resources Board (CARB) is the agency responsible for coordination and oversight of state and local air pollution control programs in California. Various statewide and local initiatives to reduce the state's contribution to GHG emissions have raised awareness that, even though the various contributors to and consequences of global climate change are not yet fully understood, global climate change is under way, and there is a real potential for severe adverse environmental, social, and economic effects in the long term. Because every nation emits GHGs and therefore makes an incremental cumulative contribution to global climate change, cooperation on a global scale will be required to reduce the rate of GHG emissions to a level that can help to slow or stop the human-caused increase in average global temperatures and associated changes in climatic conditions.

There are currently no state regulations in California that establish ambient air quality standards for GHGs. However, California has passed laws directing CARB to develop actions to reduce GHG emissions, and several state legislative actions related to climate change and GHG emissions have come into play in the past decade.

Executive Order S-3-05

In 2005, in recognition of California's vulnerability to the effects of climate change, Governor Schwarzenegger established Executive Order S-3-05, which set forth a series of target dates by which statewide emissions of GHGs would be progressively reduced, as follows:

- By 2010, reduce GHG emissions to 2000 levels;
- By 2020, reduce GHG emissions to 1990 levels; and
- By 2050, reduce GHG emissions to 80 percent below 1990 levels.

Assembly Bill 32 – California Global Warming Solutions Act

California Assembly Bill 32 (AB 32), the Global Warming Solutions Act of 2006, requires CARB to establish a statewide GHG emissions cap for 2020 based on 1990 emission levels.

AB 32 required CARB to adopt and enforce programs and regulations that identify and require selected sectors or categories of emitters of GHGs to report and verify their statewide GHG emissions. In December 2007 CARB adopted 427 MT CO_2e as the statewide GHG emissions limit equivalent to the statewide levels for 1990. This is approximately 28 percent below forecasted 2020 "business-as-usual" emissions of 596 MMT of CO_2e, and about 10 percent below average annual GHG emissions during the period of 2002 through 2004 (CARB, 2009).

CARB published the *Expanded List of Early Action Measures To Reduce Greenhouse Gas Emissions In California Recommended For Board Consideration* in September 2007 (CARB, 2007). CARB adopted nine Early Action Measures for implementation, including Ship Electrification at Ports, Reduction of High Global-Warming-Potential Gases in Consumer Products, Heavy-Duty Vehicle Greenhouse Gas Emission Reduction (Aerodynamic Efficiency), Reduction of Perfluorocarbons from Semiconductor Manufacturing, Improved Landfill Gas Capture, Reduction of Hydrofluorocarbon-134a from Do-It-Yourself Motor Vehicle Servicing, Sulfur Hexaflouride Reductions from the Non-Electric Sector, a Tire Inflation Program, and a Low Carbon Fuel Standard.

As of January 1, 2012, the GHG emissions limits and reduction measures adopted in 2011 by CARB became enforceable. In designing emission reduction measures, CARB must aim to minimize costs, maximize benefits, improve and modernize California's energy infrastructure, maintain electric system reliability, maximize additional environmental and economic co-benefits for California, and complement the state's efforts to improve air quality.

Climate Change Scoping Plan

In December 2008, CARB approved the AB 32 Scoping Plan outlining the state's strategy to achieve the 2020 GHG emissions limit (CARB, 2009). This Scoping Plan, developed by CARB in coordination with the Climate Action Team (CAT), proposes a comprehensive set of actions designed to reduce overall GHG emissions in California, improve the environment, reduce dependence on oil, diversify California's energy sources, save energy, create new jobs, and enhance public health.

As required by AB 32, the Scoping Plan must be updated at least every five years to evaluate the mix of AB 32 policies to ensure that California is on track to meet the targets set out in the legislation. In October 2013, a draft Update to the initial Scoping Plan was developed by CARB in collaboration with the California Climate Action Team (CCAT). The draft Update builds upon the initial Scoping Plan with new strategies and expanded measures, and identifies opportunities to leverage existing and new funds to drive GHG emission reductions through strategic planning and targeted program investments. The draft Update to the initial Scoping Plan was presented to CARB's Board for discussion at its February 20, 2014 meeting. Subsequently, the first update to the AB 32 Scoping Plan was approved on May 22, 2014 by CARB.

As part of the proposed update to the Scoping Plan, the emissions reductions required to meet the 2020 statewide GHG emissions limit were further adjusted. The primary reason for adjusting the 2020 statewide emissions limit was based on the fact that the original Scoping Plan relied on the

Intergovernmental Panel on Climate Change's (IPCC) 1996 Second Assessment Report (SAR) to assign the global warming potentials (GWPs) of greenhouse gases. Recently, in accordance the United Nations Framework Convention on Climate Change (UNFCCC), international climate agencies have agreed to begin using the scientifically updated GWP values in the IPCC's Fourth Assessment Report (AR4) that was released in 2007. Because CARB has begun to transition to the use of the AR4 100-year GWPs in its climate change programs, CARB recalculated the Scoping Plan's 1990 GHG emissions level with the AR4 GWPs. As the recalculation resulted in 431 $MMTCO_2e$, the 2020 GHG emissions limit established in response to AB 32 is now slightly higher than the 427 $MMTCO_2e$ in the initial Scoping Plan. Considering that the proposed update also adjusted the 2020 BAU forecast of GHG emissions to 509 $MMTCO_2e$, a 15 percent reduction below the estimated BAU levels was determined to be necessary to return to 1990 levels by 2020 (CARB, 2014b).

Executive Order S-1-07

Executive Order S-1-07, which was signed by Governor Schwarzenegger in 2007, proclaims that the transportation sector is the main source of GHG emissions in California. It establishes a goal to reduce the carbon intensity of transportation fuels sold in California by at least 10 percent by 2020. As a result of this order, CARB approved a proposed regulation to implement the low carbon fuel standard (LCFS) on April 23, 2009, which will reduce GHG emissions from the transportation sector in California by about 16 MMT in 2020. The LCFS is designed to reduce California's dependence on petroleum, create a lasting market for clean transportation technology, and stimulate the production and use of alternative, low-carbon fuels in California. The LCFS is designed to provide a durable framework that uses market mechanisms to spur the steady introduction of lower carbon fuels. The framework establishes performance standards that fuel producers and importers must meet each year beginning in 2011.

Senate Bill 375

SB 375, which establishes mechanisms for the development of regional targets for reducing passenger vehicle greenhouse gas emissions, was adopted by the State on September 30, 2008. On September 23, 2010, California ARB adopted the vehicular greenhouse gas emissions reduction targets that had been developed in consultation with the metropolitan planning organizations (MPOs); the targets require a 7 to 8 percent reduction by 2020 and between 13 to 16 percent reduction by 2035 for each MPO. SB 375 recognizes the importance of achieving significant greenhouse gas reductions by working with cities and counties to change land use patterns and improve transportation alternatives. Through the SB 375 process, MPOs, such as the Southern California Council of Governments (SCAG) will work with local jurisdictions in the development of sustainable communities strategies (SCS) designed to integrate development patterns and the transportation network in a way that reduces greenhouse gas emissions while meeting housing needs and other regional planning objectives. SCAG's reduction target for per capita vehicular emissions is 8 percent by 2020 and 13 percent by 2035 (CARB, 2010). The MPOs will prepare their first SCS according to their respective regional transportation plan (RTP) update schedule with the SCAG RTP/SCS adopted on April 4, 2012.

Senate Bill 97

Senate Bill (SB) 97, enacted in August 2007, required the Office of Planning and Research (OPR) to develop guidelines for the mitigation of GHG emissions, or the effects related to releases of GHG emissions. On April 13, 2009, the OPR submitted proposed amendments to the Natural Resources Agency in accordance with SB 97 regarding analysis and mitigation of GHG emissions. As directed by SB 97, the Natural Resources Agency adopted Amendments to the CEQA Guidelines for greenhouse gas emissions on December 30, 2009. On February 16, 2010, the Office of Administrative Law approved the Amendments, and filed them with the Secretary of State for inclusion in the California Code of Regulations. The Amendments became effective on March 18, 2010.

California Green Building Standard Code

In January 2010, the State of California adopted the 2010 California Green Building Standards Code (CALGreen), which became effective in January 2011. Building off of the initial 2008 California Green Building Code, the 2010 CALGreen Code represents a more stringent building code that requires, at a minimum, that new buildings and renovations in California meet certain sustainability and ecological standards. The 2010 CALGreen Code has mandatory Green Building provisions for all new residential buildings that are three stories or fewer (including hotels and motels) and all new non-residential buildings of any size that are not additions to existing buildings.

In early 2013 the California Building Standards Commission adopted the 2013 California Building Standards Code that also included the latest 2013 CALGreen Code, which became effective on January 1, 2014. The mandatory provisions of the code are anticipated to reduce 3 MMT of GHG emissions by 2020, reduce water use by 20 percent or more, and divert 50 percent of construction waste from landfills. The 2013 California Energy Code (Title 24, Part 6), which is also part of the CALGreen Code (Title 24, Part 11, Chapter 5.2), became effective on July 1, 2014.

Local

SCAQMD

As a method for determining significance under CEQA, SCAQMD developed a draft tiered flowchart in 2008 for determining significance thresholds for GHGs for industrial projects where SCAQMD is acting as the lead agency. In December 2008, SCAQMD adopted a 10,000 $MTCO_2e$/year for industrial facilities, but only with respect to projects where SCAQMD is the lead agency. SCAQMD has not adopted a threshold for residential or commercial projects at the time of this writing.

The SCAQMD flowchart uses a tiered approach in which a proposed project is deemed to have a less than significant impact related to GHG emissions when any of the following conditions are met:

- GHG emissions are within GHG budgets in an approved regional plan;

- Incremental increases in GHG emissions due to the project are below the defined Significance Screening Levels, or Mitigated to Less than the Significance Screening Level;
- Performance standards are met by incorporating project design features and/or implementing emission reduction measures; and
- Carbon offsets are made to achieve target significance screening level.

City of Baldwin Park General Plan

Baldwin Park's General Plan Air Quality Element, Transportation Element, and Land use Elements sets forth a number of programs to reduce current pollution emissions and to require new development to include measures to reduce GHG emissions. The goals and policies that are related to the proposed Specific Plan are listed below (City of Baldwin Park, 2002)

Air Quality Element

Goal 1.0 Improve air quality by reducing the amount of air pollution through proper land use planning.

Policy 1.2: Locate multiple family developments close to commercial areas to encourage pedestrian rather than vehicular travel.

Policy 1.3: Encourage the development of higher density housing in close proximity to the City's Metrolink station.

Policy 1.4: Provide for the enhancement of neighborhood commercial centers to provide services within walking distance of residential neighborhoods.

Policy 1.5: Encourage the design of new residential and commercial areas to foster pedestrian circulation.

Goal 2.0 Improve air quality by reducing the amount of vehicular emissions through planning for alternative forms of travel.

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

Policy 3.1: Utilize incentives, regulations and/or Transportation Demand Management (TDM) programs in cooperation with other jurisdictions in the South Coast Air Basin to eliminate vehicle trips which would otherwise be made.

Policy 3.2: Utilize incentives, regulations, and/or Transportation Demand Management in cooperation with other jurisdictions to reduce the vehicle miles traveled for auto trips which still need to be made.

Goal 4.0 Improve air quality by reducing vehicular emissions through transportation planning improvements that improve the flow of traffic.

Policy 4.5: Implement citywide traffic flow improvement outlined in the Circulation Element.

Policy 4.6: Adopt and implement the required components of the Congestion Management Plan, and continue to work with Los Angeles County on annual updates to the CMP.

Transportation Element

Goal 1.0: Provide a street and highway system in Baldwin Park that provides adequate capacity to ensure acceptable traffic flow.

Policy 1.4: Maintain as a goal the provision of service levels at intersections along arterial highways at Level of Service "D" or better during morning and evening peak periods.

Policy 1.6: Continue to automate traffic signals and to develop an integrated traffic signal control system.

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

Policy 8.2: Establish a mid-block pedestrian connection between the north and south sides of Ramona Boulevard with a pedestrian-activated signal. Utilize traffic calming techniques such as enhanced paving within travel lanes.

Policy 8.7: Examine potential transit opportunities which could be developed to link the North Maine Avenue area with the Metrolink station.

Policy 8.8: Examine potential transit opportunities which could be developed to link Downtown with the Metrolink station.

Policy 8.9: Establish a pedestrian linkage between the Metrolink station and Downtown.

Land Use Element

Policy 1.4 Create opportunities for two different levels of commercial development: (1) commercial uses that meet the retail and service needs of the local resident and employee populations, and (2) regional-serving retail commercial businesses that capture revenues from a broader population base.

Policy 1.6 Encourage mixed-use development of residential, retail, and commercial uses in Downtown and along the North Maine Avenue corridor as defined in the Land Use Policy Map under the Mixed Use designation.

Policy 3.2 Provide development incentives to facilitate the consolidation of individual parcels along the City's commercial corridors and in industrial districts.

Policy 3.7 As part of the neighborhood beautification efforts, provide street trees and landscaping in the public rights-of-way.

Policy 8.1 Provide for a mix of commercial and multi-family residential uses up to 30 units/acre to create 24-hour activity in the Downtown. Allow mixed-use development to consist of vertical integration of commercial and residential uses, as well as mixed uses side by side, on a lot-by-lot basis.

Policy 8.2 Define Downtown as a pedestrian overlay zone, and require that new uses and buildings enhance pedestrian activity (refer to techniques outlined in Policy 3.1 of the Urban Design Element).

Policy 8.3 Prohibit the use of areas between the sidewalk and a building within the pedestrian orientation zone for parking.

Policy 8.4 Encourage the development of outdoor cafes, flower sales, stalls or kiosks, and other uses which are compatible with and stimulate pedestrian activity.

Policy 8.5 Restrict non-pedestrian friendly uses (e.g., offices) to 25 percent of the ground floor of any block in this zone.

Policy 8.6 Provide an area for limited commercial uses immediately south of the Metrolink platform and the adjacent Park and Ride area directed towards serving Metrolink riders. Establish a pedestrian linkage between the Metrolink platform and Downtown.

Policy 8.7 Create an active "paseo" in the courtyard of City Hall. Provide pedestrian connections to Downtown.

Policy 8.8 Pursue redesign of automobile-oriented shopping centers on Maine Avenue (Albertson's Center and Maine Avenue Marketplace) to orient some commercial uses towards Maine Avenue, and provide direct pedestrian access off Maine.

Health and Sustainability Element

The Health and Sustainability Element is not currently an adopted element with respect to the Baldwin Park General Plan, however once completed it will serve as the Health and Sustainability Element of the General Plan. The element will foster environmental stewardship and commitment to continuing to improve physical health. Overarching goals that would support GHG reduction initiatives include equitable development, walking, biking, transit use, green infrastructure, waste reduction, energy conservation and alternative energy use, and water management.

3.4.3 Thresholds of Significance

In accordance with Appendix G of the *CEQA Guidelines*, a project could have a significant effect related to GHG emissions if it would:

- Generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment; or
- Conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of GHGs.

Development projects implemented by the proposed Specific Plan would incrementally contribute to GHG emissions along with past, present and future activities. As such, impacts of GHG emissions are analyzed here on a cumulative basis.

While SCAQMD has issued proposed standards and guidelines, there is no adopted state or local standard for determining the cumulative significance of the proposed Specific Plan's GHG emissions. In December 2008, SCAQMD adopted a 10,000 $MTCO_2e$/year for industrial facilities, but only with respect to projects where SCAQMD is the lead agency. Additionally, SCAQMD has proposed, but not adopted, a 3,000 MT/year CO_2e threshold for mixed use developments, a 3,500 MT/year CO_2e threshold for residential developments, and a 1,400 MT/year CO_2e threshold for commercial developments. As an alternative to the aforementioned proposed thresholds for residential, commercial, and mixed-use developments, SCAQMD has also recommended the use of a single numerical threshold of 3,000 $MTCO_2e$/year for all non-industrial projects. These thresholds were developed for individual land use projects and are not effective for larger projects such as specific plans. For larger projects that do not meet any of the above screening thresholds, the SCAQMD has proposed an efficiency threshold of 4.6 MT CO_2e per service population. Service population equals the total number of residents and employees within a development. These draft threshold options are being evaluated through the GHG Thresholds Working Group and have not been adopted as of this writing (SCAQMD, 2010).

For the purposes of this analysis, the most appropriate threshold that would apply to the proposed Specific Plan would be the 4.6 MT CO_2e per year efficiency threshold proposed by SCAQMD because it's a plan level project, which the other SCAQMD thresholds do not apply to.

3.4.4 Methodology

SCAQMD recommends the use of CalEEMod for estimating construction and operational emissions associated with land use projects. CalEEMod incorporates the most recent (2011) versions of the Emission FACtors (EMFAC) and Off-Road Emissions (OFF-ROAD) models developed by CARB. CalEEMod estimates the emissions of CO_2, CH_4, and N_2O as well as the resulting total CO_2e emissions associated with construction-related GHG sources such as off-road construction equipment, material delivery trucks, soil haul trucks, and construction worker vehicles. As CalEEMod currently uses IPCC's 1996 SAR to assign the GWPs for CH_4 and N_2O, the emissions for these two GHGs were taken from the CalEEMod outputs and converted to CO_2e emissions outside of CalEEMod using the updated GWPs from IPCC's AR4. The GHG analysis incorporates similar assumptions as the air quality analysis for consistency. Based on SCAQMD's 2008 *Draft Guidance Document – Interim CEQA Greenhouse Gas (GHG) Significance Threshold* document, SCAQMD recommends that for construction GHG emissions

the total emissions for a project be amortized over a 30-year period and added to its operational emission estimates (SCAQMD, 2008).

Short-term construction-generated emissions of GHG's associated with the proposed Specific Plan were modeled using the California default values where specific information was not available, and reasonable assumptions based on the anticipated build out of the Specific Plan and default model settings were used to estimate criteria air pollutant and ozone precursor emissions. GHG emissions from construction activities are associated with emissions from the construction vehicles. Because the timing of construction of development projects implemented by the proposed Specific Plan would be in response to market conditions and developer applications for new land uses, it was conservatively assumed that 10 percent of the Specific Plan could be built in any given year (the Specific Plan build out is over 20 years). It was also assumed that there could be multiple construction projects occurring at any given time during any given year and therefore construction phases may overlap. Modeling input and output files are provided in Appendix C of this EIR.

Operational emissions of GHGs, including GHGs generated by direct and indirect sources, are estimated according to the recommended methodologies from SCAQMD described above. Direct sources include emissions such as vehicle trips, natural gas consumption, and landscape maintenance. Indirect sources include off-site emissions occurring as a result of the Specific Plan's operations such as electricity and water consumption and solid waste disposal. The direct and indirect emissions generated during the proposed Specific Plan's operations were estimated using CalEEMod. Similar to the calculation of the Specific Plan's construction-related GHG emissions, the operational emissions of CH_4 and N_2O were extracted from the CalEEMod output file and converted to CO_2e emissions using the GWPs from IPCC's AR4. Modeling was based on Specific Plan data (e.g., size and type of proposed uses) and vehicle trip information from the Traffic Study prepared for the Project by The Mobility Group (Mobility Group, 2015). Annual operational GHG emissions associated with the existing uses within the Specific Plan area were also calculated using CalEEMod and subtracted from the Specific Plan's estimated annual operational emissions to properly assess the net increase in emissions that would occur from implementation of the Specific Plan at build out.

3.4.5 Impact Analysis

Impact 3.4-1: The proposed project could generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment.

Construction Emissions

Construction activities would occur intermittently at different sites within the Specific Plan area until build-out. Although the related impacts at any one location would be temporary, construction of individual projects under the proposed Specific Plan could contribute to global climate change impacts. Construction activities would result in the emission of GHGs from equipment exhaust, construction-related vehicular activity and construction worker automobile trips. Emission levels for construction activities would vary depending on the number and type of equipment, duration of use, operation schedules, and the number of construction workers. Total

estimated construction-related GHG emissions for the proposed Specific Plan are shown in **Table 3.4-1**. As shown, the Specific Plan's total estimated unmitigated and mitigated GHG emissions during construction would equal approximately 9,025 $MTCO_2e$. This would equal to approximately 301 $MTCO_2e$ per year after amortization over 30 years per SCAQMD methodology.

TABLE 3.4-1
ESTIMATED TOTAL CONSTRUCTION-RELATED GHG EMISSIONS

Emission Source	Estimated CO_2e Emissions
Unmitigated Construction Emissions	
Total[1]	9,025.38 (MT)
Annual Construction (Amortized over 30 years)	**300.85 (MT/Yr)**

[1] Total emissions represents construction emissions of 100% of the new development. The 2016 value is 10% of total project emissions.

NOTES: CO_2e= carbon dioxide equivalent; MT =metric tons; MT/yr = metric tons per year.

SOURCE: *ESA CalEEMod Modeling February 2015*

Operational Emissions

Area and indirect sources associated with the proposed Specific Plan would primarily result from electricity and natural gas consumption, water transport (the energy used to pump water), and solid waste generation from new land uses that would be implemented by the Specific Plan. GHG emissions from electricity consumed within the Specific Plan area would be generated off-site by fuel combustion at the electricity provider. GHG emissions from water transport are also indirect emissions resulting from the energy required to transport water from its source. In addition, the growth under the proposed Specific Plan would generate GHG emissions from motor vehicle trips.

The estimated operational GHG emissions that would be generated from implementation of the Specific Plan are shown in **Table 3.4-2**. Additionally, in accordance with SCAQMD's recommendation, the Specific Plan's amortized construction-related GHG emissions from Table 3.4-1 are added to the operational emissions estimate in order to determine the Specific Plan's total annual GHG emissions. Furthermore, the annual operational GHG emissions associated with the existing uses in the Specific Plan area, which would be replaced by the Specific Plan, were also calculated using CalEEMod and subtracted from the Specific Plan's estimated annual GHG emissions to properly assess the net increase in emissions that would occur from Specific Plan implementation.

As shown in Table 3.4-2, the proposed Specific Plan's total net annual GHG emissions would be approximately 16,713.70 $MTCO_2e$ per year (detailed calculations are included in Appendix C of this report). Given a service population (total of residents at full occupancy and full employment at build out) increase of 4,420, annual per service population GHG emissions for the proposed Specific Plan would be 3.78 $MTCO_2e$. This would not exceed SCAQMD's proposed efficiency

level of 4.6 $MTCO_2e$ per year. Therefore, the net increase in GHG emissions resulting from implementation of the Specific Plan would be less than significant.

TABLE 3.5-2
ESTIMATED CONSTRUCTION AND OPERATIONS-RELATED GHG EMISSIONS

Emission Source	Estimated Emissions CO_2e (MT/yr)
Construction	
Annual Mitigated Construction (Amortized over 30 years)	300.85
Project Operations	
Area Sources	199.00
Energy Consumption[a]	3,786.56
Mobile Sources	14,215.25
Solid Waste	843.31
Water Consumption[b]	204.49
Total (Construction and Operational Emissions)	**19,248.61**
Existing Use Operations	
Area Sources	5.74
Energy Consumption	376.21
Mobile Sources	2,360.65
Solid Waste	47.79
Water consumption	45.36
Total Existing Emissions	***2,835.76***
Total Net Increase in Emissions	***16,713.70***
Service Population	4,420
CO_2e/ Service Population	3.78
Greater than 4.6 $MTCO_2e$ per service population?	No

NOTES: CO_2e= carbon dioxide equivalent; MT/yr = metric tons per year; %=percent.

[a] The energy-related GHG emissions, as estimated by CalEEMod, use 2008 Title 24 energy usage rates. However, according to the CEC, nonresidential buildings that are constructed in accordance with the 2013 Building and Energy Efficiency Standards would be 15 percent more energy efficient than the 2008 Standards. As such, this additional reduction in energy consumption was accounted for in the Project's estimated GHG emissions associated with energy consumption.

[b] GHG emissions reductions associated with water use resulting from compliance with CALGreen requirements, which requires a minimum 20 percent reduction in indoor water use and the provision of irrigation controllers for outdoor water use, were accounted for in CalEEMod model run.

Mitigation: No mitigation required

Significance Determination: Less than significant

Impact 3.5-2: The proposed project could conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of GHGs.

Consistency with CARB Scoping Plan

Out of the Recommended Actions contained in CARB's Scoping Plan, the actions that are most applicable to the Specific Plan are Actions E-1 (increased Utility Energy efficiency programs including more stringent building and appliance standards), GB-1 (Green building), and W-1 (Increased water use efficiency). CARB Scoping Plan Action E-1, together with Action GB-1 (Green Building), aims to reduce electricity demand by increased efficiency of Utility Energy Programs and adoption of more stringent building and appliance standards, while Action W-1 aims to promote water Use efficiency. The proposed Specific Plan would be required to include all mandatory green building measures for new developments under the CALGreen Code. As such, compliance with the Green Building Practices Ordinance would result in additional reductions in energy and water consumption above current CALGreen Code requirements. Therefore, the proposed Specific Plan would be consistent with the Scoping Plan measures through incorporation of stricter building and appliance standards.

Consistency with SCAG Sustainable Communities Strategy

SB 375 requires SCAG to provide a Sustainable Communities Strategy (SCS) that will reduce GHG emissions from passenger vehicles and achieve the Regional Reduction Targets for GHG emissions from light-duty autos and trucks in the SCAG area. The SCS achieves the Regional Reduction Targets by providing changes in land use patterns that promote reductions in VMT and vehicle trips including transit oriented development with a mix of residential and commercial land uses that promote the use of transit rather than individual vehicles.

The proposed Specific Plan would implement many of the SCAG policies related to high-density, infill development that are focus on public transit opportunities. The Specific Plan would involve the revitalization of an already developed urban area with infill development that would make use of the existing circulation and utility infrastructure. The Specific Plan would also introduce high-density residential uses, thus creating a mixed-use environment in which residents would benefit from nearby shopping and employment opportunities. All of this new development would be within walking distance of the Baldwin Park Metrolink station, which would encourage users of the Specific Plan area to use public transportation, which would reduce GHG emissions. Additional detail of the proposed Specific Plan's consistency with SCAG policies are provided in Section 3.8, *Land Use* in Table 3.8-2. As further described in this table, the Specific Plan would be consistent with SCAG SCS, and impacts would be less than significant.

Consistency with City of Baldwin Park General Plan

The proposed Specific Plan is consistent with most of the General Plan policies for the Downtown. The Specific Plan proposes to amend some General Plan land uses and zoning designations of parcels to implement the Specific Plan, and, as a result, the City would coordinate with SCAG to adjust the City's households forecast in future updates to the RTP. Overall, the Specific Plan would not result in a conflict with the General Plan because the proposed Specific Plan is generally consistent with the goals and policies of the General Plan that aim at enhancing Downtown Baldwin Park by introducing mixed uses and creating a pedestrian-friendly environment. Additional detail of the proposed Specific Plan's consistency with General Plan

policies are provided in Section 3.8, *Land Use* in Table 3.8-3. As further described in this table, the Specific Plan would be consistent with the City's General Plan and impacts would be less than significant.

Therefore, as implementation of the proposed Specific Plan would not hinder or adversely affect the statewide attainment of GHG emission reduction goals of AB 32 (See Impact 3.5-1), and would be consistent with the CARB Scoping Plan, the SCAG SCS and the City's General Plan. Therefore, impacts related to conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of GHGs would be less than significant.

Mitigation: No mitigation required

Significance Determination: Less than significant

Cumulative Analysis

GHG impacts are assessed in a cumulative context since no single project can cause a discernible change to climate. Climate change impacts are the result of incremental contributions from natural processes, and past and present anthropogenic activities. The area in which the proposed Project, as well as any other past, present, or future project, could contribute to a significant cumulative climate change impact would not be defined by a geographical boundary such as Los Angeles County or the Basin. GHGs have high atmospheric lifetimes and can travel across the globe over a period of 50 to 100 years or more. Therefore, GHG impacts are addressed in the context of the global issue of climate change.

As described above, when the amortized construction emissions are added to the project's operational emissions from the Specific Plan, the annual per service population GHG emissions for the proposed Specific Plan would be 3.78MTCO_2e, which would not exceed SCAQMD's proposed efficiency level of 4.6 MTCO2e per year. Because GHGs are assessed in a cumulative context, and implementation of the Specific Plan would result in GHGs that would not exceed the threshold, cumulative impacts would be less than significant. In addition, the Specific Plan would be implemented in compliance with state mandates, such as the CALGreen Code, which would reduce GHG emissions. As a result, implementation of the Specific Plan would not generate greenhouse gasses that would be cumulatively considerable, and cumulative impacts would be than significant.

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3.5 Hazards and Hazardous Materials

Introduction

This section provides an evaluation of the potential for hazards and hazardous materials impacts from implementation of the proposed Specific Plan. This analysis identifies existing and potential hazards and hazardous materials within the Specific Plan area and surrounding vicinity, as well as potential hazards and hazardous materials resulting from construction and operation of the proposed project. Water quality issues are discussed in Section 3.6, *Hydrology and Water Quality* and air quality issues are described in Section 3.2, *Air Quality*.

Hazardous Materials Definition

As used in this EIR, the term "hazardous materials" refers to both hazardous substances and hazardous wastes. Under federal and state laws, materials, including wastes, may be considered hazardous if they are specifically listed by statute as such or if they exhibit one of the four characteristics: are poisonous (toxicity), can be ignited by open flame (ignitability), can corrode other materials (corrosivity), or can react violently, explode or generate vapors when mixed with water (reactivity). The term "hazardous material" is defined in law as any material that, because of quantity, concentration, or physical or chemical characteristics, poses a significant present or potential hazard to human health and safety or to the environment (California Health and Safety Code, Section 25501(o)). In some cases, past industrial or commercial activities could have resulted in spills or leaks of hazardous materials, resulting in soil and/or groundwater contamination. The presence of certain hazardous materials can also lead to the buildup of methane gas which, if trapped under structures, can become an explosive hazard. Hazardous materials may also be present in building materials and released during building demolition activities.

Federal and state laws require that hazardous materials be specially managed. Excavated soils having concentrations of contaminants such as lead, gasoline, or industrial solvents that are higher than certain acceptable levels must be managed, treated, transported, and/or disposed of as a hazardous waste. The California Code of Regulations (CCR), Title 22, Sections 66261.20 through 66261.24, contains technical descriptions of characteristics that would cause a soil to be designated a hazardous waste. California regulations are compliant with federal regulations and in most cases, are more stringent. Regulations also govern the management of potentially hazardous building materials such as asbestos, lead-based paint, and polychlorinated biphenyls (PCBs) during demolition activities that could potentially disturb existing building materials.

3.5.1 Environmental Setting

This section summarizes known or possible contamination of soil and groundwater (including contamination of regional groundwater resources as well as known local soil and groundwater resources), and identifies hazardous materials that may be present in existing buildings and building components that could be removed with implementation of the proposed Specific Plan

(such as underground storage tanks, septic tanks, asbestos, lead-based paint, and PCB-containing components).

Existing Land Uses

The Specific Plan area is developed, urban and includes a variety of land uses, a majority of which are commercial retail (36 percent), public uses (17 percent), and residential (7 percent). The government and public facilities in the Specific Plan area includes: City Hall, the police station, post office, Morgan Park and the Community Center, Arts and Recreation Center, Julia McNeill Senior Center, Baldwin Park Transit Center, the Metrolink station. There are no public schools in the Specific Plan area. However, Central Elementary School and Baldwin Park High School are located approximately 0.25 mile to the southeast of the Specific Plan area, and Vineland Elementary School is approximately 0.25 mile to the south.

Hazardous materials are routinely used, stored, and transported within the Specific Plan area and are associated with existing land uses, such as: auto repair, gasoline service stations, dry cleaners, restaurants that utilize or store cleaning substances, solvents, adhesives, chemicals or other hazardous materials.

Soil and Groundwater

Past and current land uses can be important indicators of whether hazardous materials were likely used at a site and whether they may be present in the subsurface soil and groundwater. Portions of the Specific Plan area were historically used for agricultural purposes. Development in the area began in the early 1900s with a variety of industrial and commercial operations that may have included the generation, use, storage, or disposal of hazardous materials. These past and current operations in the Specific Plan area that may involve hazardous materials include: gasoline service stations; automobile and truck repair facilities; dry cleaners; machine shops; commercial printing and photo developing; pest control; and agriculture. Constituents of environmental concern common to these uses include petroleum hydrocarbons, volatile organic compounds (VOCs), metals, PCBs, and pesticides.

The results of the environmental records search conducted by EDR identified 11 sites within the Specific Plan area that are on regulatory agency lists of known or possible soil or groundwater contamination sites. These sites include the following: one regional plume of groundwater contamination; four properties that have known impacts to soil or groundwater due to current or former underground storage tanks (USTs) or aboveground storage tanks (ASTs); and 10 facilities that generate, use, or store hazardous materials. These sites are described below.

Known Contamination of Regional Groundwater Resources

The City of Baldwin Park lies within the San Gabriel Valley (Area 2) NPL site. The NPL contains the nation's highest priority sites for cleanup. The San Gabriel Basin aquifer, an important source of drinking water, has been contaminated from numerous sources within the 170-square-mile San Gabriel Valley. Groundwater contamination was first discovered in 1979. The most prevalent contaminants in groundwater are trichloroethene (TCE), perchloroethylene

(PCE), carbon tetrachloride, perchlorate, and N-nitrosodimethylamine (NDMA), which are used either as solvents for degreasing or as components of rockets. The U.S. Environmental Protection Agency (USEPA) has identified 19 Potentially Responsible Parties as significant contributors to the groundwater contamination, none of which are located within the Specific Plan area. The Potentially Responsible Parties are ultimately responsible for funding the design, construction, and operation of the groundwater cleanup facilities. To date, four "pump and treat" (i.e., groundwater extraction and treatment) facilities have been built with a combined treatment capacity of 26,000 gallons per minute, equivalent to 37 million gallons per day. Water utilities in the area have continued to provide their customers with clean water by blending, obtaining water from neighboring utilities, and installing wellhead treatment systems (USEPA, October 2014). Approximately 78 billion gallons of groundwater have been treated and approximately 62 thousand pounds of contamination has been removed through December 2013 (USEPA, October 2014). Groundwater is approximately 196 feet[1] below ground surface (bgs) in the Specific Plan area; therefore exposure to contaminated groundwater does not occur.

Known Local Soil or Groundwater Contamination Sources

Four sites within the Specific Plan area were listed on the regulatory agency database search for having soil or groundwater contamination and are dry cleaners, which typically create environmental concerns due to the generation and storage of hazardous materials.

- Bonita Cleaners, located at 4205 Maine Avenue. There are no violations or contamination reported for Bonita Cleaners.
- McDaniels Cleaners, located at 14238 Ramona Boulevard. This address is listed on SWRCB's GeoTracker database as a Cleanup Program Site with a cleanup status of Open-Inactive as of November 3, 2014. The Open-Inactive status means no regulatory oversight activities are being conducted. A leak of VOCs that affected the aquifer used for drinking water supply was reported in January, 1965. Additionally, the site is listed as public participation category 1, or sites that are characterized by soil or groundwater contamination that does not pose an immediate human health threat and does not extend off-site onto neighboring properties.

The remaining two sites listed for soil or groundwater contamination are located within the Specific Plan area, but not within an Opportunity Site.

- Thrifty #293 gasoline station located at 4258 N. Maine Avenue reported a leaking underground storage tank (LUST) in September, 1991. Waste oil had affected the soil under the LUST. The remediation was complete and the case maintains a Completed-Case Closed status since September 26, 1995.
- The City of Baldwin Park City Hall property located at 14403 E Pacific Avenue reported a LUST in January, 1993. The UST contained diesel that leaked and affected the soil below the UST. The site file lists a cleanup status of Completed – Case Closed as of September 28, 1999.

[1] ERM West, Inc. and NewFields, LLC. 2014. 2013 Annual Performance Evaluation Report Volume 1: Baldwin Park Operable Unit of the San Gabriel Valley Superfund Sites, Los Angeles County, California. April 7.

Sites with Potential Local Soil or Groundwater Contamination

The regulatory agency database search identified properties within the Specific Plan area that generate, use, transport, or dispose of hazardous materials and/or hazardous waste. Specifically these sites are listed on the federal RCRA generators list; EnvirStor; and the state registered storage tank list. The sites identified by these databases are listed below:

Federal RCRA generators list

This database includes selective information on sites which generate, transport, store, treat and/or dispose of hazardous waste as defined by RCRA. Large quantity generators generate over 1,000 kilograms (kg) of hazardous waste, or over 1 kg of acutely hazardous waste per month. Small quantity generators generate between 100 kg and 1,00kg of hazardous waste per month and include the following sites located within the Specific Plan area, but not within an Opportunity Site.

- O'Reilly Auto Parts, 14503 Ramona Boulevard, is listed as a large quantity generator. The site is listed as generating mercury, 2H-1-Benzopyrane-2-one, 4-HYDROXY-3-(3-OXO-1-PHENYLBUTYL), and SALTS, when present at concentrations greater than 0.3 percent 1,2-Benzenediol, 4-[1-HYDROXY-2-(METHYLAMINO)ETHYL], nicotine and salts, and nitroglycerine. No violations have been reported in connection with the hazardous waste generated.
- GTE California, 14436 Ramona Boulevard, is listed as small quantity generator. Specifically, the property generates waste oil, mixed oil, and PCBs. No violations have been reported in connection with the hazardous waste generated.
- Sharp One Hour Photo, 14519 Ramona Boulevard, is listed as a small quantity generator. Data received in 1993 lists metal sludge and other as the inorganic solid wastes generated. No violations have been reported for the property.
- David Deming Auto, 3928 Downing Unit A B, is listed as a small quantity generator. Data received by the agency from 1995 lists unspecified aqueous solution and waste oil being generated at the property. No violations have been reported for the property.

State and Tribal Registered Storage Tank List

The UST database lists registered USTs, which are regulated under Subtitle I of RCRA. The data come from the SWRCB's Hazardous Substance Storage Container Database. The following sites in the database are located within the Specific Plan area, but not within an Opportunity Site.

- GTE California located at 14436 Ramona Boulevard
- Arco Products #09671 located at 4258 Maine Avenue
- City of Baldwin Park (City Hall) located at 14403 Pacific Avenue

Potential Hazardous Materials in Structural and Building Components

Hazardous materials, such as asbestos, lead, and PCBs, may also be contained in building materials and components. Procedures for dealing with these materials, and for safely removing and disposing of them in accordance with applicable regulations, have been developed by oversight agencies and are described below.

Asbestos Potential

Asbestos is a naturally-occurring fibrous material that was used as a fireproofing and insulating agent in building construction before such uses were banned by USEPA in the 1970s, although some nonfriable[2] use of asbestos in roofing materials still exists. The presence of asbestos can be found in materials such as ducting insulation, wallboard, shingles, ceiling tiles, floor tiles, insulation, plaster, floor backing, and many other building materials. Asbestos and asbestos-containing materials (ACMs) are considered both a hazardous air pollutant and a human health hazard. The risk to human health is from inhalation of airborne asbestos, which commonly occurs when ACMs are disturbed during such activities as demolition and renovation. Due to the age of the buildings within the Specific Plan area, it is likely that ACMs are present.

Lead Potential

In 1978, the Consumer Product Safety Commission set the allowable lead levels in paint at 0.06 percent by weight in a dry film of newly applied paint. In the 1970s, the chief concern for lead-based paint was its cumulative effect on body systems, primarily when paint chips containing lead were ingested by children. Research in the early 1980s showed that lead dust is of special concern because the smaller particles are more easily absorbed by the body. Common methods of paint removal, such as sanding, scraping, and burning, create excessive amounts of dust. Lead dust is especially hazardous to young children because they play on the floor and engage in a great deal of hand-to-mouth activity, increasing their potential for exposure. Lead-based paints were commonly used in buildings built prior to 1970s. Since many of the structures located within the Specific Plan area were built prior to the federal regulations banning its use, lead-based paints are likely to exist in the existing structures.

Polychlorinated Biphenyls Potential

PCBs are organic oils that were formerly placed in many types of electrical equipment, including transformers and capacitors, primarily as electrical insulators. They may also be contained in hydraulic fluid used for hoists, elevators, etc. Years after widespread and commonplace installation, it was discovered that exposure to PCBs may cause various deleterious health effects and that PCBs are highly persistent in the environment. These substances have been listed as carcinogens by USEPA. PCBs were banned from use in electrical capacitors, electrical transformers, vacuum pumps, and gas turbines in 1979. Because of the age of many of the properties, there is a potential for PCBs within the Specific Plan area.

Schools

No schools are located within the project area. However, four schools are located within 0.25 mile of the Specific Plan area, which include:

- St. John the Baptist School, 3870 Stewart Avenue, is approximately 0.20 mile southwest of the Specific Plan area.

[2] Nonfriable asbestos refers to ACMs that contain asbestos fibers in a solid matrix that does not allow for them to be easily released.

- Central Elementary School, 14741 Central Avenue, is approximately 0.25 mile southeast of the Specific Plan area.
- Baldwin Park High School, 3900 N Puente Avenue, is approximately 0.25 mile southeast of the Specific Plan area.
- Vineland Elementary School, 3609 Vineland Avenue, is approximately 0.25-mile south of the Specific Plan area.

Emergency Response Plans and Routes

The Baldwin Park Police Department maintains an emergency plan called the Baldwin Park Multi-hazard Functional Plan. The Governor's Office of Emergency Services has approved the plan. The City reviews the plan annually as required by law and updates the plan as necessary. The plan identifies potential threats to the community based on studies conducted by the Police Department in conjunction with other City departments. The plan sets forth the City's planned response to emergency situations including earthquake, fire, major rail and roadway accident, flooding, hazardous materials incident, civil disturbances, nuclear, chemical, biological incidents, and terrorists activities. The Chief of Police is the designated Assistant Director of Emergency Services responsible for coordinating all response activities.

The emergency response plan designates evacuation routes and facilities for various types of hazards. During the response phase of an emergency, all communications such as requests for resources and equipment are sent to the Los Angeles County Operational Area Emergency Operation Center via the Los Angeles County Sheriff's Department Industry station, or by the County's internet-based Emergency Management Information System. The American Red Cross maintains responsibility for designating an appropriate evacuation center within each community depending on the level and type of emergency. Evacuation routes and emergency facilities in the event of a fire, hazardous materials incident, flood, or other disaster are identified in Figure PS-4 of the General Plan. These routes include Ramona Boulevard and Pacific Avenue south of Ramona Boulevard, which are located within the Specific Plan area.

3.5.2 Regulatory Setting

Federal, state, and local regulations govern the range of hazardous materials issues that may be encountered during demolition, construction, and ongoing operation in the project area. Various state and local regulatory agencies implement these regulations to minimize the risk to human health and the environment from hazardous materials. In addition, the goals and policies of the City of Baldwin Park related to hazards and hazardous materials are also listed.

Federal

The Comprehensive Environmental Response, Compensation, and Liability Act

The Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA) was enacted by Congress in 1980. This law is also known as Superfund. CERCLA created a tax on the chemical and petroleum industries and provided broad Federal authority to respond directly to

releases or threatened releases of hazardous substances that may endanger public health or the environment. CERCLA established prohibitions and requirements concerning closed and abandoned hazardous waste sites, provided for liability of persons responsible for releases of hazardous waste at these sites, and established a trust fund to provide for cleanup when no responsible party could be identified.

There are four classes of Superfund liable parties: current owners and operators of a facility, past owners and operators of a facility at the time hazardous wastes were disposed, generators and parties that arranged for the disposal or transport of the hazardous substances, and transporters of hazardous wastes that selected the site where the hazardous substances were brought.

The law authorizes two kinds of response actions:

- Short-term removals, where actions may be taken to address releases or threatened releases requiring prompt response.
- Long-term remedial response actions, that permanently and significantly reduce the dangers associated with releases or threats of releases of hazardous substances that are serious, but not immediately life threatening. These actions can be conducted only at sites listed on EPA's NPL.

CERCLA was amended by the Superfund Amendments and Reauthorization Act (SARA) in 1986. SARA stressed the importance of permanent remedies and innovative treatment technologies in cleaning up hazardous waste sites; required Superfund actions to consider the standards and requirements found in other state and federal environmental laws and regulations; provided new enforcement authorities and settlement tools; increased state involvement in every phase of the Superfund program; increased the focus on human health problems posed by hazardous waste sites; encouraged greater citizen participation in making decisions on how sites should be cleaned up; and increased the size of the trust fun to $8.5 billion. SARA also required EPA to revise the Hazard Ranking System (HRS) to ensure that is accurately assessed the relative degree of risk to human health and the environment posed by uncontrolled hazardous waste sites that may be placed on the NPL.

Superfund Enforcement Program

EPA's Office of Solid Waste and Emergency Response (OSWER) in Washington, D.C. oversees the Superfund program. The Superfund Enforcement program gets Superfund sites cleaned up by finding the companies or people responsible for contamination at a site, and negotiating with them to do the clean-up themselves, or to pay for the clean-up done by another party (i.e., EPA, or other responsible parties).

If a responsible party does not agree to do the cleanup, EPA can issue an order to do certain work, or work with the Department of Justice to pursue the party through the federal court system. If a party is out of compliance with an order or settlement, the Superfund enforcement program takes action to bring them into compliance.

Resource Conservation and Recovery Act

The Resource Conservation and Recovery Act (RCRA) was passed by Congress in 1976 as the primary law governing the disposal of solid and hazardous waste. RCRA set national goals for: protecting human health and the environment from the potential hazards of waste disposal; conserving energy and natural resources; reducing the amount of waste generated; and ensuring that wastes are managed in an environmentally-sound manner. There are three programs under RCRA to assist in achieving the goals listed above:

- The solid waste program which encourages states to develop comprehensive plans to manage non-hazardous industrial solid waste and municipal solid waste landfills and other solid waste disposal facilities, and prohibits the open dumping of solid waste.
- The hazardous waste program establishes a system for controlling hazardous waste from the time it is generated until its ultimate disposal — in effect, from "cradle to grave."
- The UST program regulates USTs containing hazardous substances and petroleum products.

RCRA banned all open dumping of waste, encouraged source reduction and recycling, and promoted safe disposal of municipal waste. RCRA also mandated strict controls over the treatment, storage, and disposal of hazardous waste.

Toxic Substances Control Act

The Toxic Substances Control Act (TSCA) of 1976 provides EPA with authority to require reporting, record-keeping and testing requirements, and restrictions relating to chemical substances and/or mixtures. TSCA addresses the production, importation, use and disposal of specific chemicals including PCBs, asbestos, radon and lead-based paint.

U.S. Department of Transportation. Hazardous Materials Transport Act (49 USC 5101)

The U.S. Department of Transportation, in conjunction with the USEPA, is responsible for enforcement and implementation of federal laws and regulations pertaining to transportation of hazardous materials. The Hazardous Materials Transportation Act of 1974 directs the U.S. Department of Transportation to establish criteria and regulations regarding the safe storage and transportation of hazardous materials. Code of Federal Regulations (CFR) 49, 171–180, regulates the transportation of hazardous materials, types of material defined as hazardous, and the marking of vehicles transporting hazardous materials.

State

Health and Safety Code, Section 25249.5 et seq. Safe Drinking Water and Toxics Enforcement Act, Proposition 65

This law identifies chemicals that cause cancer and reproductive toxicity, provides information for the public, and prevents discharge of the chemicals into sources of drinking water. Lists of the chemicals of concern are published and updated periodically. Businesses are required to notify Californians about the chemicals in products they purchase, in the workplace, or that are released

to the environment. By providing this information, individuals are able to make informed decisions about protecting themselves from exposure to these chemicals.

Health and Safety Code, Section 25270, Aboveground Petroleum Storage Act

Health and Safety Code Sections 25270 to 25270.13 ensure compliance with the federal Clean Water Act. The law applies to facilities that operate a petroleum aboveground storage tank with a capacity greater than 660 gallons or combined aboveground storage tanks capacity greater than 1,320 gallons or oil-filled equipment where there is a reasonable possibility that the tank(s) or equipment may discharge oil in "harmful quantities" into navigable waters or adjoining shore lands. If a facility falls under these criteria, it must prepare a Spill Prevention Control and Countermeasure Plan.

Government Code Section 65962.5, Cortese List

The provisions in Government Code Section 65962.5 are commonly referred to as the "Cortese List" (after the Legislator who authored and enacted the legislation). The list, or a site's presence on the list, has bearing on the local permitting process as well on compliance with CEQA. The Department of Toxic Substances Control shall compile and update as appropriate, but at least annually, and shall submit to the Secretary for Environmental Protection a list of the following:

1. All hazardous waste facilities subject to corrective action pursuant to Section 25187.5 of the Health and Safety Code.
2. All land designated as hazardous waste property or border zone property pursuant to Article 11 (commencing with Section 25220) of Chapter 6.5 of Division 20 of the Health and Safety Code.
3. All information received by the Department of Toxic Substances Control pursuant to Section 25242 of the Health and Safety Code on hazardous waste disposals on public land.
4. All sites listed pursuant to Section 25356 of the Health and Safety Code
5. All sites included in the Abandoned Site Assessment Program.

The State Department of Health Services shall compile and update as appropriate but at least annually, and shall submit to the Secretary for Environmental Protection, a list of all public drinking water wells that contain detectable levels of organic contaminants and that are subject to water analysis pursuant to Section 116395 of the Health and Safety Code.

The State Water Resources Control Board shall compile and update as appropriate, but at least annually, and shall submit to the Secretary for Environmental Protection, a list of all of the following:

1. All underground storage tanks for which an unauthorized release report is filed pursuant to Section 25295 of the Health and Safety Code.
2. All solid waste disposal facilities from which there is a migration of hazardous waste and for which a California regional water quality control board has notified the Department of

Toxic Substances Control pursuant to subdivision (e) of Section 13273 of the Water Code.

3. All cease and desist orders issued after January 1, 1986, pursuant to Section 13301 of the Water Code, and all cleanup or abatement orders issued after January 1, 1986, pursuant to Section 13304 of the Water Code, that concern the discharge of wastes that are hazardous materials.

The local enforcement agency, as designated pursuant to Section 18051 of Title 14 of the California Code of Regulations, shall compile as appropriate, but at least annually, and shall submit to the California Integrated Waste Management Board, a list of all solid waste disposal facilities from which there is a known migration of hazardous waste. The California Integrated Waste Management Board shall compile the local lists into a statewide list, which shall be submitted to the Secretary for Environmental Protection and shall be available to any person who requests the information.

The Secretary for Environmental Protection shall consolidate the information submitted pursuant to this section and distribute it in a timely fashion to each city and county in which sites on the lists are located. The secretary shall distribute the information to any other person upon request. The secretary may charge a reasonable fee to persons requesting the information, other than cities, counties, or cities and counties, to cover the cost of developing, maintaining, and reproducing and distributing the information.

Hazardous Materials and Waste Handling

Excavated soil containing hazardous substances and hazardous building materials would be classified as a hazardous waste if they exhibit the characteristics of ignitability, corrosivity, reactivity, or toxicity (CCR, Title 22, Division 4.5, Chapter 11, Article 3). State and federal laws require detailed planning to ensure that hazardous materials are properly handled, used, stored, and disposed of, and in the event that such materials are accidentally released, to prevent or to mitigate injury to health or the environment. These laws and regulations are overseen by a variety of state and local agencies. The California Integrated Waste Management Board and the RWQCB specifically address management of hazardous materials and waste handling in their adopted regulations (CCR, Title 14 and CCR, Title 27).

In the Specific Plan area, LACDPW Environmental Programs Division is responsible for implementing the UST Program, and the Los Angeles County Fire Department Health Hazardous Materials Division (LACFD-HHMD) is the Certified Unified Program Agency (CUPA) responsible for implementing the following program elements:

- Hazardous Waste Generator and Onsite Hazardous Waste Treatment Programs (Tiered Permitting);
- Aboveground Petroleum Storage Tank Spill Prevention Control and Countermeasure Plan (SPCC);

- Hazardous Materials Release Response Plans and Inventory Program (Hazardous Materials Disclosure or "Community-Right-to Know");
- California Accidental Release Prevention Program (Cal ARP); and
- Uniform Fire Code Plans and Inventory Requirements.

The laws and regulations that established these programs require that businesses that use or store certain quantities of hazardous materials submit a Hazardous Materials Business Plan (HMBP) that describes the hazardous materials usage, storage, and disposal to the local oversight agency (CUPA). Aboveground and underground storage tanks must be properly permitted. The County may perform inspections and issue citations to businesses not in compliance with these regulations.

Health and Safety Code, Section 2550 et seq.

This code and the related regulations in 19 California Code of Regulations (CCR) 2620, et seq., require local governments to regulate local business storage of hazardous materials in excess of certain quantities. The law also requires that entities storing hazardous materials be prepared to respond to releases. Those using and storing hazardous materials are required to submit a HMBP to their local CUPA and to report releases to their CUPA and the State Office of Emergency Services.

Health and Safety Code, Section 25531 et seq.

This code and the California Accidental Release Program regulate the registration and handling of regulated substances. Regulated substances are any chemicals designated as an extremely hazardous substance by USEPA as part of its implementation of SARA Title III. Health and Safety Code Section 25531 overlaps or duplicates some of the requirements of SARA and the Clean Air Act. Facilities handling or storing regulated substances at or above threshold reportable quantities must register with their local CUPA and prepare a risk management plan.

Hazardous Materials Release Response Plans and Inventory Act of 1985

The Hazardous Materials Release Response Plans and Inventory Act, also known as the Business Plan Act, requires businesses using hazardous materials to prepare a plan that describes their facilities, inventories, emergency response plans, and training programs. Business plans contain basic information on the location, type, quantity, and health risks of hazardous materials stored, used, or disposed.

Worker Safety

Occupational safety standards exist in federal and state laws to minimize worker safety risks from both physical and chemical hazards in the workplace. The California Division of Occupational Safety and Health (Cal/OSHA) and the federal Occupational Safety and Health Administration (OSHA) are the agencies responsible for assuring worker safety in the workplace.

Cal/OSHA assumes primary responsibility for developing and enforcing standards for safe workplaces and work practices. At sites known or possible to be contaminated, a Site Safety Plan

must be prepared. The Site Safety Plan establishes policies and procedures to protect workers and the public from exposure to potential hazards at a contaminated site.

Asbestos

Prior to renovation or demolition of buildings containing asbestos, contractors licensed to conduct asbestos abatement work must be retained. Asbestos abatement contractors must follow state regulations contained in 8 CCR 1529, and 8 CCR 341.6 through 341.14 where there is asbestos-related work involving 100 square feet or more of asbestos containing material. The South Coast Air Quality Management District (SCAQMD) and the California Occupational Safety and Health Administration (Cal/OSHA) must be notified ten days prior to initiating construction and demolition activities. Asbestos encountered during demolition of an existing building must be transported and disposed of at an appropriate facility. The contractor and hauler of the material are required to file a Hazardous Waste Manifest which details the hauling of the material from the site and the disposal of it. Section 19827.5 of the California Health and Safety Code, adopted January 1, 1991, requires that local agencies not issue demolition or alteration permits until an applicant has demonstrated compliance with notification requirements under applicable federal regulations regarding hazardous air pollutants, including asbestos.

Polychlorinated Biphenyls

In 1979, the USEPA banned the use of PCBs in most new electrical equipment and began a program to phase out certain existing PCB-containing equipment. The use and management of PCBs in electrical equipment is regulated pursuant to the Toxic Substances Control Act, 15 USC Section 2601 *et seq*. The Toxic Substances Control Act and its implementing regulations generally require labeling and periodic inspection of certain types of PCB equipment and set forth detailed safeguards to be followed for disposal of such items.

Lead and Lead-Based Paint

Regulations to manage and control exposure to lead-based paint are described in CFR Title 29, Section 1926.62 and CCR Title 8 Section 1532.1. These regulations cover the demolition, removal, cleanup, transportation, storage and disposal of lead-containing material. The regulations outline the permissible exposure limit, protective measures, monitoring and compliance to ensure the safety of construction workers exposed to lead-based materials. Cal/OSHA's Lead in Construction Standard requires project proponents to develop and implement a lead compliance plan when lead-based paint would be disturbed during construction. The plan must describe activities that could emit lead, methods for complying with the standard, safe work practices, and a plan to protect workers from exposure to lead during construction activities. Cal/OSHA requires 24-hour notification if more than 100 square feet of lead-based paint would be disturbed.

Emergency Response

California has developed an emergency response plan to coordinate emergency services provided by federal, state, and local government, and private agencies. Responding to hazardous materials incidents is one part of this plan. The plan is administered by the State Office of Emergency

Services (OES), which coordinates the responses of other agencies, including the California Environmental Protection Agency (Cal/EPA), CHP, the California Department of Fish and Game, the RWQCB, and the local fire department. The Los Angeles County Fire Department provides first response capabilities, if needed, for hazardous materials emergencies within the Specific Plan area.

Utility Notification Requirements

Title 8, Section1541 of the CCR requires excavators to determine the approximate locations of subsurface installations such as sewer, telephone, fuel, electric, and water lines (or any other subsurface installations that may reasonably be encountered during excavation work) prior to opening an excavation. The California Government Code (Section 4216 et seq.) requires owners and operators of underground utilities to become members of and participate in a regional notification center. According to Section 4216.1, operators of subsurface installations who are members of, participate in, and share in the costs of a regional notification center are in compliance with this section of the code. Underground Services Alert of Southern California (known as DigAlert) receives planned excavation reports from public and private excavators and transmits those reports to all participating members of DigAlert that may have underground facilities at the location of excavation. Members will mark or stake their facilities, provide information, or give clearance to dig (digalert 2014).

Local

City of Baldwin Park General Plan—Safety Element

The primary purpose of the Safety Element is to identify and assess natural and human-made safety hazards and then minimize their danger to life and property. Goals and policies relevant to the proposed Specific Plan are listed below:

Goal 3: To reduce accidents and health risks associated with use, storage, handling, and disposal of hazardous materials.

Policy 3.1: Locate land uses involved in production, storage, transportation, handling and/or disposal of hazardous materials a safe distance from other land uses that might be adversely affected by such activities.

Policy 3.2: Encourage and support the proper disposal of hazardous waste and waste oil. Monitor dry cleaners, film processors, auto service establishments, and other businesses generating hazardous waste materials to ensure compliance with approved disposal procedures.

Policy 3.3: Vigorously prosecute unlicensed dumping of toxic or hazardous materials into the ground or water in Baldwin Park. Encourage citizens to report dumping when they observe it.

Policy 3.4: Coordinate with Los Angeles County in sponsoring regular hazardous waste disposal programs to enable residents to bring backyard pesticides, cleaning fluids, paint cans,

and other common household toxics to a centralized collection center for proper disposal.

3.5.3 Thresholds of Significance

In accordance with Appendix G of the *CEQA Guidelines*, a project could have a significant hazard or hazardous materials impact if it would result in any of the following:

- Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials;
- 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;
- Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school;
- 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 create a significant hazard to the public or the environment;
- For a project located within an airport land use plan or, where such a plan has not yet 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;
- 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;
- Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan; or
- 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.

It was determined in the NOP/Initial Study (Appendix A) that implementation of the proposed Specific Plan would not result in significant impacts related to airport and airstrip related hazards, or wildland fires. Additionally, no public comments were received during the 30-day NOP/Initial Study public scoping period that indicated new evidence to analyze these thresholds in this EIR. Therefore, no further analysis of these topics is included in the EIR.

3.5.4 Methodology

To identify previous land uses in the Specific Plan area, historical aerial photographs were reviewed. In addition, to determine if hazardous waste sites exist in the Specific Plan area, a search of available environmental records was conducted by Environmental Data Resources, Inc. (EDR) in November 2014. Regulatory agency lists reviewed during the records search include: Federal Superfund (U.S. Environmental Protection Agency National Priorities List (NPL)); Federal Delisted NPL site list; Federal Comprehensive Environmental Response, Compensation

and Liability Information System (CERCLIS) list; Federal CERCLIS No Further Remedial Action Planned (NFRAP) site list; Federal Resource Conservation and Recovery Act (RCRA) Corrective Action Report (CORRACTS) facilities list; Federal RCRA non-CORRACTS treatment, storage and disposal facilities list; Federal RCRA generators list; Federal Institutional controls/engineering controls registries; Federal Emergency Response Notification System (ERNS); State and Tribal Response Sites; State and Tribal Leaking Storage Tank lists; State and Tribal Voluntary Cleanup Sites; local Brownfield lists; Local Lists of Landfill/Solid Waste Disposal Sites; Local Lists of Hazardous Waste/Contaminated Sites; Local Land Records; and high risk historical records.

Additionally, the Regional Water Quality Control Board's (RWQCB) GeoTracker database and the Department of Toxic Substances Control (DTSC) EnviroStor Data Management System were reviewed for the Specific Plan area. The GeoTracker database operated by the RWQCB is the Water Boards' data management system for managing sites that impact groundwater, especially those that require groundwater cleanup as well as permitted facilities such as operating Underground Storage Tanks (USTs) and land disposal sites. DTSC's EnviroStor Data Management System provides all existing information on permits and corrective action at hazardous waste facilities, as well as cleanup projects.

3.5.5 Impact Analysis

Impact 3.5-1: Implementation of the project could create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials.

Implementation of the proposed project would result in an increase in development intensity within the Specific Plan area. Proposed uses include: civic, retail, residential, and open space. Exposure of the public or the environment to hazardous materials could occur by improper handling or use of hazardous materials or hazardous wastes; transportation accident; environmentally unsound disposal methods; or fire, explosion or other emergencies. The severity of potential effects varies with the activity conducted, the amount, concentration of and type of hazardous material or wastes present, and the proximity of sensitive receptors.

The types and amounts of hazardous materials that would be generated or used at build out of the Specific Plan would vary according to the nature of the activity at individual development sites, but would mostly consist of typical cleaning products, maintenance products (e.g., paints and solvents), oils, lubricants and refrigerants, associated with building mechanical and HVAC systems; and grounds and landscape maintenance products formulated with hazardous substances, including fuels, cleaners and degreasers, solvents, paints, lubricants, adhesives, sealers, and pesticides/herbicides that are used by residential and commercial land uses.

The Specific Plan area is urban and developed with commercial and residential uses, mass transit routes, and commercial uses. Implementation of the Specific Plan would increase commercial uses such as retail and office, but would not increase industrial uses in the Specific Plan area. Therefore, when compared to the current uses and levels of generation, the future commercial and residential uses developed under the Specific Plan would not substantially increase the amount of

hazardous materials and/or waste brought to, or generated in, the Specific Plan area. Furthermore, use and storage of hazardous material is regulated by federal, state, and local regulations (listed above) to reduce the potential consequence of hazardous materials accidents during their routine use. Therefore, implementation of the Specific Plan build out would not substantially increase the use or storage of hazardous materials and compliance with applicable regulations would reduce the risk of project-induced upset from hazardous materials to a less than significant level for future uses that could be developed under the proposed Specific Plan.

Transportation of Hazardous Materials

The U.S. Department Of Transportation (DOT) Office of Hazardous Materials Safety prescribes strict regulations for the safe transportation of hazardous materials, as described in CFR Titles 40, 42, 45, and 49 and implemented by CCR Titles 17, 19, and 27. The transportation of hazardous materials can result in accidental spills, leaks, toxic releases, fire, or explosion. The types of hazardous materials that could be present during operation of the commercial and residential uses under the proposed Specific Plan are expected to include household cleaning and maintenance products, pesticides and herbicides, paints, solvents and degreasers. The Specific Plan provides for an increase in commercial uses such as office and retail, but would not increase industrial uses in the Specific Plan area. Therefore, when compared to the current uses and levels of generation, it is unlikely that future commercial uses developed under the Specific Plan would substantially increase the amount of hazardous materials and/or waste transported to or from the Specific Plan area.

During construction of future development projects under the proposed Specific Plan, hazardous materials in the form of paints, solvents, glues, roofing materials, and other common construction materials containing toxic substances may be transported to individual sites, and construction waste that possibly contains hazardous materials would be transported off the site for purposes of disposal. Appropriate documentation for all hazardous waste that is transported off site in connection with activities at individual sites (such as disposal of asbestos or building materials containing lead-based paint) would be provided as required by existing regulations to ensure compliance with the existing hazardous materials regulations described above. Adherence to these regulations, which requires compliance with all applicable federal and state laws related to the transportation of hazardous materials, would reduce the likelihood and severity of accidents that might occur during transit, reducing potential impacts to a level that is less than significant.

Disposal of Hazardous Waste

Construction of new development under the proposed Specific Plan may generate hazardous and/or toxic waste depending on the age and contents of structures to be demolished or renovated, or other potential soil or groundwater contamination based on previous uses. Federal, state, and local regulations govern the disposal of wastes identified as hazardous that could be produced in the course of demolition and construction. Asbestos, lead, or other hazardous materials encountered during demolition or construction activities would be disposed of in compliance with all applicable regulations for the handling of such waste, which are described above, reducing the potential impacts of disposal of site-generated hazardous wastes to a level that is less than significant.

Mitigation Measures: No mitigation required

Significance Determination: Less than significant

Impact 3.5-2: Implementation of the project could 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.

Accidental spills of small quantities of hazardous materials during construction activities (i.e., motor fuels, oils, solvents, lubricants) related to implementation of the Specific Plan could expose the public or the environment to such substances in the event of an accidental release. Development activities that occur within Specific Plan area would be required to adhere to all applicable regulations regarding hazardous materials storage and handling, as well as to implement construction best management practices (BMPs) as described in Section 3.6, *Hydrology and Water Quality* to prevent such a release and to promptly contain and clean up any spills. Similarly, the storage, handling and disposal of diesel fuel, lubricants, and gas for project operations would be subject to regulations that would minimize the potential for harmful exposures. With compliance to existing laws and regulations, the project's construction related impacts would be less than significant.

As implementation of the proposed Specific Plan would primarily result in urban infill and redevelopment with mixed-uses, existing structures would need to be demolished prior to the construction of some new buildings. Due to the age of the buildings within the Specific Plan area, demolition of existing structures could result in exposure of construction personnel and the public to hazardous substances such as asbestos, PCBs, or lead-based paints. In addition, the disturbance of soils could result in the exposure of construction workers or nearby employees to health or safety risks if contaminated soils are encountered during construction.Asbestos and Lead-Based Paint

Based on the age of some of the buildings within the Specific Plan area, it is likely that some materials containing lead and asbestos are present. Affected buildings would need appropriate abatement of identified asbestos prior to demolition or renovation. Federal and state regulations govern the renovation and demolition of structures where materials containing lead and asbestos are present. ACMs are regulated both as a hazardous air pollutant under the Clean Air Act and as a potential worker safety hazard under the authority of Cal OSHA. These requirements include SCAQMD Rules and Regulations pertaining to asbestos abatement (including Rule 1403); Construction Safety Orders 1529 (pertaining to asbestos) and 1532.1 (pertaining to lead) from CCR Title 8; CFR Title 40, Part 61, Subpart M (pertaining to asbestos); and lead exposure guidelines provided by the U.S. Department of Housing and Urban Development (HUD). Asbestos and lead abatement must be performed and monitored by contractors with appropriate certifications from the California Department of Health Services. In addition, Cal/OSHA has regulations concerning the use of hazardous materials, including requirements for safety training, availability of safety equipment, hazardous materials exposure warnings, and emergency action and fire prevention plan preparation. Cal/OSHA enforces the hazard communication program

regulations, which include provisions for identifying and labeling hazardous materials, describing the hazards of chemicals, and documenting employee-training programs. All demolition that could result in the release of lead and/or asbestos must be conducted according to Cal/OSHA standards. Adherence to existing regulations would ensure that potential impacts related to ACMs and would be less than significant.

PCB-containing Materials

The presence of PCB-containing materials may be present within the existing structures in the Specific Plan area. Demolition of these structures could disturb these materials and expose workers or the public to adverse effects. Similar to the concerns of asbestos containing materials, an initial survey to determine the presence of PCBs would need to be conducted for a construction/demolition site followed by implementation of appropriate measures to handle any materials with PCBs. Generally, the majority of PCB containing electrical transformers has been abated of PCBs. For the isolated locations where PCBs remain, appropriate identification and removal work will be required according to federal and state standards. PCBs are managed under the federal and state regulations listed previously. Adherence to the regulatory requirements will reduce potential impacts related to PCBs to a less than significant level.

Soil and Groundwater Contamination

Unknown Contaminated Sites

The Specific Plan area currently contains properties that store, generate, and/or dispose of hazardous materials. While each known soil and/or groundwater contamination site has been remediated or is in the process of remediation, it is possible that implementation of infill projects within the Specific Plan area could expose unknown soil contamination during construction activities. If any unidentified sources of contamination are encountered during grading or excavation, the removal activities could pose health and safety risks such as the exposure of workers, materials handling personnel, and the public to hazardous materials or vapors. Such contamination could cause various short-term or long-term adverse health effects in persons exposed to the hazardous substances. If exposed to hazardous substances, this would result in a significant hazard to the public.

It is also possible that old USTs that were in use prior to permitting and record keeping requirements may be present in the Specific Plan area. If an unidentified UST were uncovered or disturbed during construction activities, it would be closed in place or removed. Removal activities could pose both health and safety risks, such as the exposure of workers, tank handling personnel, and the public to tank contents or vapors. Potential risks, if any, posed by USTs would be minimized by managing the tank according to existing state and local regulations.

Because of the age of buildings within the Specific Plan area and because the area has been identified as having hazardous waste producers, a variety of potential sources of contamination, including various forms of chemical waste, cleaners, auto-repair facilities, and gas stations exist within the area. However, any new development activities that identify undocumented hazardous materials would be required to remediate and cleanup under the regulations and supervision of the DTSC and/or the RWQCB.

Known Soil and/or groundwater Contamination

As listed above, several sites within the Specific Plan area have been identified as being hazardous waste produces and/or a source of contamination. Currently, there is one property, McDaniels Cleaners, 14238 Ramona Boulevard, which is under remediation. In addition, two LUST sites within the Specific Plan area maintain a Completed – Case Closed status. Any new developments that identify undocumented contamination would be required to be remediated and cleaned up under the regulations and supervision of the DTSC and/or the RWQCB, which would reduce potential impacts to a less than significant level.

Operation

Development under the proposed Specific Plan would involve residential and commercial uses, and would include the use of and storage of common hazardous materials such as paints, solvents, and cleaning products. Additionally, building mechanical systems and grounds and landscape maintenance could also use a variety of products formulated with hazardous materials, including fuels, cleaners, lubricants, adhesives, sealers, and pesticides/herbicides. The properties and health effects of different chemicals are unique to each chemical and depend on the extent to which an individual is exposed. The extent and exposure of individuals to hazardous materials would be limited by the relatively small quantities of these materials that would be stored and used on individual project sites throughout the Specific Plan area. Any business or facility which uses, generates, processes, produces, packages, treats, stores, emits, discharges, or disposes a hazardous material (or waste) is a handler and may require a hazardous materials handler permit if the amount of material is above threshold amounts. Any business that handles a hazardous material and/or hazardous waste of quantities at any one time during a year equal to, or greater than a total volume of 55 gallons, a total weight of 500 pounds, or 200 cubic feet of a compressed gas is a hazardous materials handler and must report Owner/Operator, Business Activities, Inventory, Site Map, and Emergency Response and Contingency Plan and Employee Training Plan information in the California Environmental Reporting System (CERS).

Through future development under the proposed Specific Plan, hazardous materials could be stored within the Specific Plan area; however the materials would generally be in the form of routinely used common chemicals. All hazardous materials would be used and stored in accordance with applicable regulations and such uses would be required to comply with federal and state laws to reduce the potential consequences of hazardous materials accidents. As a result, implementation of the proposed Specific Plan would not 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, and impacts would be less than significant.

Mitigation Measures: No mitigation required

Significance Determination: Less than significant

Impact 3.5-3: Implementation of the project could result in the handling of hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school.

There are no schools located within the Specific Plan area; however, there are four schools located within one-quarter mile of the Specific Plan area including: St. John the Baptist School, Central Elementary School, Baldwin Park High School, and Vineland Elementary School.

As described previously, common hazardous materials could be used in the construction and operation of new development in the Specific Plan area, including use of standard construction materials (e.g., paints, solvents, and fuels), cleaning and other maintenance products, diesel and other fuels (used in construction and maintenance equipment and vehicles), and pesticides associated with landscaping around new developments. The project would not include industrial uses. None of these materials would result in hazardous emissions or are considered acutely hazardous.

The routine use, transport, and disposal of hazardous materials that would occur with implementation of the Specific Plan would be subject to the wide range of laws and regulations that are described above, which are intended to minimize potential health risks associated with their use or the accidental release of such substances. Compliance with existing regulations would minimize the risks associated with the exposure of sensitive receptors, including schools, to hazardous materials to a less than significant level. Therefore, future development under the proposed plan would result in a less-than-significant impact related to the emissions or handling of hazardous materials within the vicinity of schools.

Mitigation Measures: No mitigation required

Significance Determination: Less than significant

Impact 3.5-4: The project area and individual sites within the project area are included on a list of hazardous materials sites compile pursuant to Government Code Section 65962.5.

The Project area is underlain by a plume of contaminated groundwater known as the San Gabriel Valley (Area 2) Baldwin Park National Priorities List. The 19 identified Potentially Responsible Parties are ultimately responsible for funding the design, construction, and operation of groundwater cleanup facilities. The California Department of Health Services approved the design and oversees the operation of four Baldwin Park water treatment systems. Because the contamination is being remediated and is located approximately 196 feet below ground it does not present a potential health or safety risk to the project or its users.

McDaniels Cleaners, located at 14238 Ramona Boulevard, is within an Opportunity Site, and is listed on SWRCB's GeoTracker database as a Cleanup Program Site with a cleanup status of Open-Inactive as of November 3, 2014. The Open-Inactive status means no regulatory oversight activities are being conducted by the Lead Agency. A leak of VOCs that affected the aquifer used for drinking water supply was reported in January, 1965. Additionally, the site is listed as public

participation category 1, or sites that are characterized by soil or groundwater contamination that does not pose an immediate human health threat and does not extend off-site onto neighboring properties. As a result, this site does not present a potential health or safety risk.

Two previous LUST cleanup sites that have closed cases are located within the Specific Plan area. These sites include a gas station, Thrifty #293, at 4258 N. Maine Avenue, and the City of Baldwin Park City Hall, at 14403 E. Pacific Avenue. No other LUST, land disposal sites, military sites, or other cleanup sites have been identified within the Specific Plan area.

Since the one site on the Cortese List is being remediated per federal and state regulations and oversight, and has been determined to not pose an immediate human health threat, impact to public safety and the environment from implementation of the proposed Specific Plan would be less than significant.

Mitigation Measures: No mitigation required

Significance Determination: Less than significant

Impact 3.5-7: The proposed Specific Plan would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan.

The Baldwin Park General Plan Public Safety Element Figure PS-4 illustrates emergency evacuation routes. These routes include Ramona Boulevard and Pacific Avenue south of Ramona Boulevard, which are located within the Specific Plan area. Implementation of the Specific Plan would expand and improve circulation within Ramona Boulevard, to provide a boulevard that serves vehicular, pedestrian, and bicycle transportation modes. The Specific Plan would also improve circulation on Main Avenue at Pacific Avenue and Sterling Way.

The Baldwin Park Multi-hazard Functional Plan and the Baldwin Park Emergency Preparedness Plan outline emergency response actions in the event of a hazardous materials emergency. Construction activities that may temporarily restrict vehicular traffic would be required to implement adequate measures to facilitate the passage of people and vehicles through/around any required road closures. Site-specific activities such as temporary construction activities would be reviewed on a project-by-project basis by the City and are formulated when development plans are submitted to the City.

Development implemented by the Specific Plan would conform to applicable California Building Code and Uniform Fire Code, which would be verified through the City's review process for each project. Therefore, implementation of the proposed Specific Plan would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan, and impacts would be less than significant.

Mitigation Measures: No mitigation required

Significance Determination: Less than significant

Cumulative Impacts

As described above, the project would result in a less-than-significant hazardous materials impact to the public or the environment. Hazardous material impacts typically occur in a local or site-specific context versus a cumulative context combined with other development projects; although it is possible for combined effects of transporting and disposal of hazardous materials to be affected by adjacent cumulative development. The scope of analysis for cumulative impacts associated with accidental spills, releases, or explosions of hazardous materials encompasses the Specific Plan vicinity. As listed in Table 2-6 in Chapter 2, *Project Description*, only two are within the Specific Plan area and no others are not in the immediate vicinity of the Specific Plan area. As a result, there limited potential that a hazardous event within the Specific Plan would result in cumulative impacts.

Implementation of the proposed Specific Plan would increase development, which has the potential to contribute to cumulative impacts from hazards and hazardous materials through the additional transport, storage, use, or handling of hazardous materials. Most of the past, present, and reasonably foreseeable future projects in the area include residential, commercial, civic, open space, and commuter rail uses. Many of these may use, handle, store, and/or transport hazardous materials. However, each past, present, and foreseeable future project must comply with all existing hazardous material regulations, which are in place to reduce the potential effects of accidental releases of hazardous materials. Although projects cannot completely eliminate the probability associated with an accidental release of a hazardous material, the existing regulations reduce the overall probability and minimize the impacts during a release.

As described above, some types of hazardous materials would be used and/or removed during demolition and construction activities and hazardous materials would be needed for potential fueling and servicing construction equipment on construction sites. Operation of the proposed land uses proposed in the Specific Plan (residential, retail, and open space) and cumulative projects that are of a similar character and intensity, generally use hazardous materials including solvents, cleaning agents, paints, pesticides, batteries, and aerosol cans. Although the land uses developed under the Specific Plan and cumulative projects would utilize common types of hazardous materials, normal routine use of these products would not result in a significant hazard to residents or workers. As a result, hazards and hazardous materials impacts would be less than significant and would not be cumulatively considerable. Therefore, past, present, and foreseeable future projects in combination with the proposed Specific Plan project would not result in hazards and hazardous materials impacts that are cumulatively considerable.

Significance Determination: Less than cumulatively considerable

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3.6 Hydrology and Water Quality

Introduction

This section describes existing hydrological conditions within the Specific Plan area and discusses potential project-related impacts to water quality, groundwater, storm water runoff and flooding.

3.6.1 Environmental Setting

Surface Water Hydrology

Regional Drainage

The Specific Plan area is located within the San Gabriel River Watershed, which covers more than 640 square miles and includes portions of 37 cities in Los Angeles and Orange Counties, as well as unincorporated communities in Los Angeles County. More than one-third of the upper watershed falls within the Angeles National Forest, including significant portions of the San Gabriel Mountains. The watershed includes the Merced Hills, San Jose Hills, and the Puente-Chino Hills; the major urban populations of the San Gabriel and Pomona Valleys; and the coastal plain of the Los Angeles Basin. About 26 percent of the watershed's total area is developed with urban and related land uses. The watershed consists of 22 creeks, washes and streams located within four major sub-watersheds: Upper San Gabriel River including the East, West and North Forks; Walnut Creek; San Jose Creek and Coyote-Carbon Creek (Moore, 2006). The Specific Plan area is located within the Walnut Creek subwatershed.

There are three waterbodies in the subwatershed that ultimately receive stormwater drainage from the Specific Plan area. This includes Big Dalton Wash, which is located approximately 0.2 mile southwest of the Specific Plan area and flows southeast to its confluence with Walnut Creek just below Interstate 10 (I-10) (San Bernardino Freeway). About three miles southwest of the Specific Plan area and west of Interstate 605, Walnut Creek flows into Reach 3 of the San Gabriel River (spanning from Ramona Boulevard to the Whittier Narrows Dam) (See **Figure 3.6-1**).

Local Drainage

The only water body with flows in the vicinity of the Specific Plan area is Big Dalton Wash, which flows northeast to southeast within a concrete-lined channel.

The Specific Plan area is a developed and urbanized area, occupied by residential, commercial, retail, and industrial land uses. More than ninety percent of the existing Specific Plan area is impervious surfaces (Baldwin Park, 2014). The ground surface is nearly level, sloping gently from the 400 feet above mean sea level (amsl) in the northeast to the 300 feet amsl in southwest towards the San Gabriel River. Stormwater run-off from the Specific Plan area sheet flows across impervious surfaces and is collected by curbs and gutters and conveyed through drop inlets to subterranean storm drains consisting of reinforced concrete piping (RCP) and culverts, and is described below and shown on Figure 3.6-1.

Ramona Boulevard: A 36-inch storm drain pipe is located within Ramona Boulevard from the east of the Specific Plan boundary and extends west and southwest on to Downing Street crossing Badillo Street, where it increases in size to 39 inches. In addition, a 48-inch storm drain pipe is located within the east bound lane of Ramona Boulevard, from Maine Avenue to just west of Baldwin Park Boulevard, where it increases in size to a 63-inch pipe that continues west past the western boundary of the Specific Plan area.

Maine Avenue: A 24-inch storm drain pipe is located within Main Avenue and begins from the north side of Clark Street and increases in size to a 42-inch pipe at the south side of Clark Street. This storm drain continues south on the east side of the Maine Avenue until it reaches a manhole just north of Palm Avenue, where it increases to a 48-inch storm drain and continues south to Ramona Boulevard.

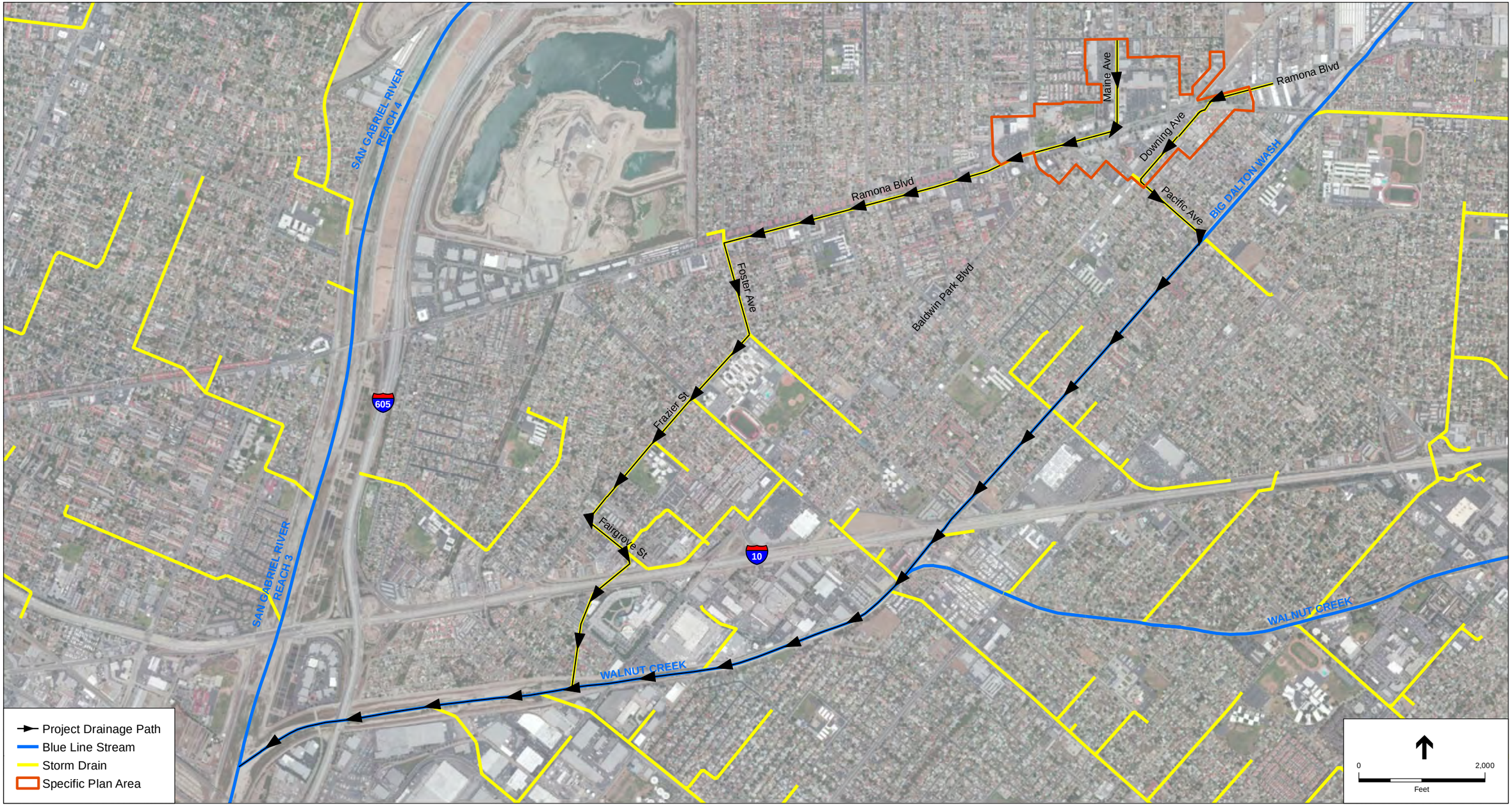
Downing Avenue: A 39-inch storm drain is located in Downing Avenue from Ramona Boulevard to the southwest to a manhole near 3876 Downing Avenue, where it increases in size to a 48-inch storm drain and continues to the southwest until just west of Pacific Avenue where it increases to a 54-inch storm drain and continues on to Pacific Avenue, and increases in size to a 63-inch storm drain.

Pacific Avenue: A 54-inch storm drain is located within Pacific Avenue from Downing Avenue and extends to the southeast past the Specific Plan boundary (Cruikshank, 2014).

The storm drain running along Ramona Parkway and Downing Avenue drains the eastern half of the Specific Plan area, discharging into Big Dalton Wash approximately 0.2 miles southeast of the Specific Plan area. The western half of the Specific Plan area conveys stormwater through a storm drain that runs along Main Avenue and Ramona Parkway and discharges into Walnut Creek, which is approximately two miles southwest of the Specific Plan area, as shown in Figure 3.6-1 (Los Angeles County, 2015).

Water Quality

The Los Angeles Regional Water Quality Control Board (RWQCB) Water Quality Control Plan (Basin Plan) assigns various existing, intermittent and potential beneficial uses to the water bodies within its jurisdiction; water quality objectives are then implemented to ensure the protection of these beneficial uses. Beneficial uses for the receiving water bodies of the Specific Plan area are shown below in **Table 3.6-1**.



SOURCE: ESRI; Los Angeles County GIS

Figure 3.6-1
Specific Plan Area Drainage

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TABLE 3.6-1
BENEFICIAL USES OF WATER BODIES IN THE VICINITY OF THE SPECIFIC PLAN AREA

Specific Plan Area & Water Body	RECREATION-1	RECREATION-2	MUNICIPAL	GROUNDWATER	WARM	WILD
Specific Plan Area	Beneficial Uses					
Big Dalton Wash	P	E	P	I	I	P
Walnut Creek	I	I	P	I	I	E
San Gabriel River Reach 3 (Whittier Narrows Dam to Ramona Blvd)	I	I	P	I	I	E

E: Existing beneficial use
P: Potential beneficial use action would require a detailed analysis of the area.
I: Intermittent beneficial use
E,P, and I: shall be protected as required.

SOURCE: LARWQCB, 2011; SWRCB, 2011.

Section 303(d) of the federal Clean Water Act (CWA) requires states to identify water bodies that are "impaired," or those that do not meet water quality standards and are not supporting their beneficial uses. Total Maximum Daily Loads (TMDLs) are then designed to serve as pollution control plans for these specific pollutants. As shown in **Table 3.6-2**, Reach 3 of the San Gabriel River is impaired with indicator bacteria, and Walnut Creek is impaired for indicator bacteria, pH and benthic-macroinvertebrate bioassessments. No TMDLs have been developed for these impairments (SWRCB, 2011).

TABLE 3.6-2
TMDLS FOR WATER BODIES IN THE VICINITY OF THE SPECIFIC PLAN AREA

Reach	Impairment(s)	Source(s)	Expected TMDL Completion Date(s)
Walnut Creek	Indicator bacteria	Unknown	2021
	Macroinvertebrate bioassessments	Unknown	2012*
	pH	Point and nonpoint	2007*
San Gabriel River Reach 3 (Whittier Narrows Dam to Ramona Blvd)	Indicator bacteria	Unknown	2021

*Although these TMDL dates have passed, no TMDLs have been established.

SOURCE: LARWQCB, 2011.

Groundwater

The Main San Gabriel Groundwater Basin (Basin) underlies most of the San Gabriel Valley, including the Specific Plan area; it is bounded by the San Gabriel Mountains to the north, San Jose Hills to the east, Puente Hills to the south, and by a series of hills and the Raymond Fault to the west (Main San Gabriel Basin Watermaster, 2015). Groundwater recharge in the Basin occurs via stream run-off from the adjacent mountains and hills, by rainfall directly on the surface of the valley floor, from subsurface inflow from neighboring groundwater basins, and by return flow from water applied for irrigation and other overlying uses. Additionally, the Basin is replenished[1] with imported water that is delivered through flood control channels to spreading grounds and recharged into the Basin for use as supplemental water supplies (Civiltec Engineering, Inc., 2008).

The Basin was adjudicated[2] in 1973 and is managed by the Main San Gabriel Basin Watermaster (Basin Watermaster), which provides for maintaining a balance between outflow and inflow of water supplies. The Basin Watermaster consists of a nine-member board involved in all aspects of the operation and management of the groundwater basin, including determination of annual operating safe yield and administration of specific basin operating criteria regarding limitations on the storage of supplemental water supplies. The Main San Gabriel Basin Judgement of 1973 allows for overproduction of water rights and does not restrict the quantity of water which parties may extract from the Basin. Rather, it provides a means for replacing all annual extractions in excess of a party's annual right to extract water through replenishment and storage using imported supplies (Civiltec Engineering, Inc., 2008).

Groundwater contamination as a result of past land uses has been an issue in the San Gabriel Valley for more than 20 years. As described in Section 3.6, *Hazards and Hazardous Materials*, the City of Baldwin Park lies within the San Gabriel Valley (Area 2) NPL site. The NPL contains the nation's highest priority sites for cleanup. Portions of the Basin have been contaminated from numerous sources within the 170-square-mile San Gabriel Valley. The most prevalent contaminants in groundwater are trichloroethene (TCE), perchloroethylene (PCE), carbon tetrachloride, perchlorate, and N-nitrosodimethylamine (NDMA).

The results of an environmental records search identified 11 sites within the Specific Plan area that are on regulatory agency lists of known or possible soil or groundwater contamination sites. These sites include the following: one regional plume of groundwater contamination; four properties that have known impacts to soil or groundwater due to current or former underground storage tanks (USTs) or aboveground storage tanks (ASTs); and 10 facilities that generate, use, or store hazardous materials (EDR, 2014).

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1 Groundwater replenishment refers to groundwater management techniques that involve adding water to a groundwater system to reduce the impacts of overdrafts when withdrawals exceed natural recharge. In the Main San Gabriel Basin, groundwater replenishment typically involves spreading imported surface water, storm water and recycled water over large areas of land, or in pits, furrows, ditches, and stream channels, and allowing the water to percolate into the ground, effectively storing it there for later use.

2 After a lawsuit is initiated to adjudicate a groundwater basin, the court decides the groundwater rights of all the overliers and appropriators and appoints a watermaster. The watermaster serves as the government representative responsible for administering the details of the adjudication in a basin pursuant to the provisions of the court order.

To clean up groundwater contamination in the area, four "pump and treat" (i.e., groundwater extraction and treatment) facilities have been built with a combined treatment capacity of 26,000 gallons per minute, equivalent to 37 million gallons per day. Water utilities in the area have continued to provide their customers with clean water by blending, obtaining water from neighboring utilities, and installing wellhead treatment systems (USEPA, October 2014). The Valley County Water District, which is the water provider for the Specific Plan area, obtains approximately 73 percent of its total water supply from the Basin (Civiltec, 2011).

Depth to groundwater in the vicinity of the Specific Plan area is approximately 194 feet below the ground surface (bgs) (DWR, 2013). Therefore, exposure to contaminated groundwater does not occur.

3.6.2 Regulatory Setting

Federal

Clean Water Act

The Clean Water Act (CWA) established the basic structure for regulating discharges of pollutants into "waters of the U.S." The act specifies a variety of regulatory and non-regulatory tools to sharply reduce direct pollutant discharges into waterways, finance municipal wastewater treatment facilities, and manage polluted runoff. Key components of the CWA are:

- Sections 303 and 304, which provide for water quality standards, criteria, and guidelines. Under Section 303(d) of the CWA, states are required to develop lists of water bodies that would not attain water quality objectives after implementation of required levels of treatment by point-source dischargers (municipalities and industries). Section 303(d) requires that the state develop a TMDL for each of the listed pollutants. The TMDL is the amount of pollutant loading that the water body can receive and still be in compliance with water quality objectives. After implementation of the TMDL, it is anticipated that the problems that led to placement of a given pollutant on the Section 303(d) list would be remediated. In California, preparation and management of the Section 303(d) list is administered by the RWQCBs.
- Section 401 requires every applicant for a federal permit or license for any activity that may result in a discharge to a water body to obtain a water quality certification that the proposed activity would comply with applicable water quality standards.
- Section 402 regulates point- and nonpoint-source discharges to surface waters through the National Pollutant Discharge Elimination System (NPDES) program. In California, the State Water Resources Control Board (SWRCB) oversees the NPDES program, which is administered by the RWQCBs. The NPDES program provides for both general permits (those that cover a number of similar or related activities) and individual permits.
- Section 404 of the CWA establishes a program to regulate the discharge of dredged and fill material into waters of the U.S., including some wetlands. Activities in waters of the U.S. that are regulated under this program include fills for development, water resource

projects (e.g., dams and levees), infrastructure development (e.g., highways and airports), and conversion of wetlands to uplands for farming and forestry.

State

Porter-Cologne Water Quality Control Act

The Porter-Cologne Water Quality Control Act (Water Code Sections 13000 et seq.), passed in 1969, requires protection of water quality by appropriate design, sizing, and construction of erosion and sediment controls. The Porter-Cologne Act established the SWRCB and divided California into nine regions, each overseen by a RWQCB. The SWRCB is the primary state agency responsible for protecting the quality of the state's surface and groundwater supplies and has delegated primary implementation authority to the nine RWQCBs. The Porter-Cologne Act assigns responsibility for implementing CWA Sections 401 through 402 and 303(d) to the SWRCB and the nine RWQCBs.

The Porter-Cologne Act requires the development and periodic review of water quality control plans (Basin Plans) that designate beneficial uses of California's major rivers and groundwater basins and establish narrative and numerical water quality objectives for those waters, provide the technical basis for determining waste discharge requirements, identify enforcement actions, and evaluate clean water grant proposals. Compliance with basin plans is primarily achieved through implementation of the NPDES, which regulates waste discharges.

The Porter-Cologne Water Quality Control Act requires that any person discharging waste or proposing to discharge waste within any region, other than to a community sewer system, which could affect the quality of the "waters of the state," file a report of waste discharge (ROWD). This report requires a complete characterization of the discharge including design and actual flows, a list of constituents and the discharge concentration of each constituent, a list of other appropriate waste discharge characteristics, a description and schematic drawing of all treatment processes, a description of any best management practices (BMPs) used, and a description of disposal methods, and a site map.

Construction General Permit

The State of California adopted a Statewide NPDES Permit for General Construction Activity (Construction General Permit) on September 2, 2009 (Order No. 2009-0009-DWQ, as amended by 2010-0014-DWQ and 2012-0006-DWQ). The last Construction General Permit amendment became effective on February 16, 2012. The Construction General Permit regulates construction site storm water management. Dischargers whose projects disturb one or more acres of soil, or whose projects disturb less than one acre but are part of a larger common plan of development that in total disturbs one or more acres, are required to obtain coverage under the general permit for discharges of storm water associated with construction activity. Construction activity subject to this permit includes clearing, grading, and disturbances to the ground, such as stockpiling or excavation, but does not include regular maintenance activities performed to restore the original line, grade, or capacity of the facility.

To obtain coverage under this permit, project operators must electronically file Permit Registration Documents, which include a Notice of Intent, a Storm Water Pollution Prevention Plan (SWPPP), and other compliance-related documents, including a risk-level assessment for construction sites, an active storm water effluent monitoring and reporting program during construction, rain event action plans, and numeric action levels (NALs) for pH and turbidity as well as requirements for qualified professionals to prepare and implement the plan. An appropriate permit fee must also be mailed to SWRCB.

The Construction General Permit requires the SWPPP to identify BMPs that will be implemented to reduce controlling potential chemical contaminants from impacting water quality. Types of BMPs include erosion control (e.g., preservation of vegetation), sediment control (e.g., fiber rolls), non-stormwater management (e.g., water conservation), and waste management. The SWPPP also includes descriptions of BMPs to reduce pollutants in storm water discharges after all construction phases have been completed at the site (post-construction BMPs).

Senate Bill 610

Pursuant to California Senate Bill (SB) 610, which became effective January 1, 2002 and amends Sections 10910-10915 of the CWC, counties and cities are required to consider the availability of adequate water supplies for certain new large development projects. A project is subject to SB 610 and is subsequently required to prepare a WSA if the project meets any of the following criteria:

- A proposed residential development of more than 500 dwelling units
- A proposed shopping center or business establishment employing more than 1,000 persons or having more than 500,000 sf of floor space
- A proposed commercial office building employing more than 1,000 persons or having more than 250,000 sf of floor space
- A proposed hotel or motel, or both, having more than 500 rooms
- A proposed industrial, manufacturing, or processing plant, or industrial park planned to house more than 1,000 persons, occupying more than 40 acres of land, or having more than 650,000 sf of floor area
- A mix-used project that includes one or more of these elements
- A project that would create the equivalent demand of water required by a 500 residential unit project
- If a public water system has fewer than 5,000 service connections, then “project” means any proposed residential, business, commercial, hotel or motel, or industrial development that would account for an increase of ten percent or more in the number of the public water system’s existing service connections, or a mixed-use project that would demand an amount of water equivalent to, or greater than, the amount of water required by residential development that would represent an increase of 10 percent or more in the number of the public water system’s existing service connections (CWC Section 10912).

Senate Bill 610 Applicability

The Specific Plan area would experience a steady increase in the population and the associated number of households. Build out under the proposed Specific Plan would add approximately 833 residential dwelling units and 289,135 square feet of commercial space to the Specific Plan area, which would result in a total population at buildout of 3,655 residents and 755 employees. Therefore, the proposed Specific Plan would result in an increase of over 500 residential units in addition to commercial space, and would require preparation of a WSA.

Regional and Local

Water Quality Control Plan for the Los Angeles Region (Basin Plan)

The preparation and adoption of water quality control plans (Basin Plans) are required by the California Water Code (Section 13240). According to Section 13050 of the California Water Code, Basin Plans establish the beneficial uses to be protected for the waters within a specified area, water quality objectives to protect those uses, and an implementation program for achieving the objectives. Because beneficial uses, together with their corresponding water quality objectives, can be defined per federal regulations as water quality standards, the Basin Plans are regulatory references for meeting the state and federal requirements for water quality control. In relevant part, Article X, Section 2 of the California Constitution declares:

> "[B]ecause of the conditions prevailing in this state, the general welfare requires that the *water resources of the state be put to beneficial use to the fullest extent of which they are capable*, and that the waste or unreasonable use or unreasonable method of use of water be prevented, and that the conservation of such waters is to be exercised with a view to the reasonable and beneficial use thereof in the interest of the people and for the public welfare…" (emphasis added)

The *Water Quality Control Plan for the Los Angeles Region* (Basin Plan) is designed to preserve and enhance water quality and protect beneficial uses of all waters. Specifically, it:

i. Designates beneficial uses for surface and ground waters;

ii. Sets narrative and numerical objectives that must be attained or maintained to protect the designated beneficial uses and conform to the state's anti-degradation policy; and

iii. Describes implementation programs for achieving objectives to protect all waters in the Region.

The Basin Plan incorporates all applicable state and RWQCB plans and policies and other pertinent water quality policies and regulations, including the anti-degradation policy (LARWQCB, 1994). In addition, the Basin Plan includes specific objectives for concentrations of chemical constituents are also applied to bodies of water based on their designated beneficial uses. The Basin Plan indicates the beneficial uses for the Big Dalton Wash, Walnut Creek and Reach 3 of the San Gabriel River, shown above in Table 3.6-1.

Los Angeles County Municipal Separate Storm Sewer System Permit

The current Municipal Separate Storm Sewer System (MS4) Permit for Los Angeles County (Order No. R4-2012-0175) was adopted on November 8, 2012, became effective December 28, 2012, and will expire on December 28, 2017. Order No. R4-2012-0175 is the fourth iteration of the storm water permit for the MS4s in the Los Angeles region, which includes: Los Angeles County Flood Control District, County of Los Angeles, and 84 incorporated cities within the County watersheds excluding the City of Long Beach. The permit contains requirements that are necessary to improve efforts to reduce the discharge of pollutants in storm water runoff to the maximum extent practicable (MEP) and achieve water quality standards. This permit requires that runoff is addressed during the major phases of urban development (planning, construction, and operation) in order to reduce the discharge of pollutants from storm water to the MEP, effectively prohibit non-storm water discharges and protect receiving waters.

MS4 Permit also include construction requirements for implementation of minimum construction site BMPs for erosion, sediment, non-storm water management and waste management on construction sites, which are listed in **Table 3.6-3**.

TABLE 3.6-3
MINIMUM BMPS FOR CONSTRUCTION SITES

Erosion Controls	Scheduling
	Preservation of Existing Vegetation
Sediment Controls	Silt Fence
	Sandbag Barrier
	Stabilized Construction Site Entrance/Exit
Non-Storm Water Management	Water Conservation Practices
	Dewatering Operations
Waste Management	Material Delivery and Storage
	Stockpile Management
	Spill Prevention and Control
	Solid Waste Management
	Concrete Waste Management
	Sanitary/Septic Waste Management

SOURCE: Order No. R4-2012-0175

The permit also requires the design and implementation of specific post-construction controls to mitigate storm water pollution, prior to project completion, for all “new development” and “redevelopment” projects that meet certain criteria as specified in the permit. During operation of new development or redevelopment, the permit prohibits non-storm water discharges from the development (with some conditional exceptions), and requires BMPs to eliminate discharges to the MEP. Storm water effluent must meet water-quality based effluent limitations (WQBELs), or water quality standards for discharge leaving the site, and must not cause or contribute to the

exceedance of receiving water limitations (water quality standards for receiving waters). The permit requires each permittee to implement a Planning and Land Development Program for all new development, which requires permittees to:

(1) Lessen the water quality impacts of development by using smart growth practices such as compact development, directing development towards existing communities via infill or redevelopment, and safeguarding of environmentally sensitive areas.

(2) Minimize the adverse impacts from storm water runoff on the biological integrity of Natural Drainage Systems and the beneficial uses of water bodies in accordance with requirements under CEQA (Cal. Pub. Resources Code Section 21000 et seq.).

(3) Minimize the percentage of impervious surfaces on land developments by minimizing soil compaction during construction, designing projects to minimize the impervious area footprint, and employing Low Impact Development (LID) design principles to mimic predevelopment hydrology through infiltration, evapotranspiration and rainfall harvest and use.

(4) Maintain existing riparian buffers and enhance riparian buffers when possible.

(5) Minimize pollutant loadings from impervious surfaces such as roof tops, parking lots, and roadways through the use of properly designed, technically appropriate BMPs (including Source Control BMPs such as good housekeeping practices), LID Strategies, and Treatment Control BMPs.

(6) Properly select, design and maintain LID and Hydromodification Control BMPs to address pollutants that are likely to be generated, reduce changes to pre-development hydrology, assure long-term function, and avoid the breeding of vectors.

(7) Prioritize the selection of BMPs to remove storm water pollutants, reduce storm water runoff volume, and beneficially use storm water to support an integrated approach to protecting water quality and managing water resources in the following order of preference:

   (a) On-site infiltration, bioretention and/or rainfall harvest and use.

   (b) On-site biofiltration, off-site ground water replenishment, and/or off-site retrofit.

Los Angeles County Standard Urban Storm Water Mitigation Plan (SUSMP)

The SUSMP was written for compliance with MS4 Permit requirements, and outlines necessary BMPs which must be incorporated into design plans for the specific categories of development and/or redevelopment. These categories include:

1. Single-family hillside homes (only development of one acre or more of surface area is subject to the SUSMP numerical design criteria requirement);

2. Ten or more unit homes (includes single family homes, multifamily homes, condominiums, and apartments);

3. Automotive service facilities (SIC codes 5013, 5014, 5541, 7532-7534, and 7536-7539);

4. Restaurants (SIC code 5812);
5. 100,000 sf or more of impervious surface in industrial/commercial
6. Retail gasoline outlet;
7. Parking lot 5,000 sf or more of surface area or with 25 or more parking spaces;
8. Redevelopment projects in subject categories that meet redevelopment thresholds; and
9. Location within or directly adjacent to or discharging directly to an environmentally sensitive area if the discharge is likely to impact a sensitive biological species or habitat and the development creates 2,500 sf or more of impervious surface (LADPW, 2002).

The proposed Specific Plan would add a total of approximately 833 residential dwelling units and 289,135 square feet of commercial space to the Specific Plan area at full build out. This buildout would occur incrementally as individual projects are proposed. Individual projects satisfying any of the categories identified above would be required to comply with the County SUSMP submittal requirements as specified on the County SUSMP Review Checklist and listed below:

- Provide a hydrology analysis to determine the design flow rate (QPM) or Volume (VM) for the first 3/4-inch of rainfall that must be treated.
- Submit site specific hydraulic calculations along with the recommended structural BMP manufacturer's product specifications to verify the BMP will adequately handle the minimum design flow required for treatment.
- Show locations of BMPs on building/drainage plans.
- Determine and provide the pre and post development pervious and impervious areas created by the proposed development.
- Submit Operation and Maintenance Guidelines that include the designated responsible party to manage the SUSMP devices, employee's training program and duties, operating schedule, maintenance frequency, routine service schedule, specific maintenance activities, copies of resource agency permits. Inspection and servicing of all SUSMP devices must occur on an annual basis at a minimum.

The County lists example BMPs to be implemented on sites; examples of these include using minimum pavement widths and permeable pavement, directing of rooftop runoff to pervious areas, and including vegetated swales and strips and infiltration basins throughout the development (LADPW, 2008).

City of Baldwin Park Municipal Code Chapter 52 (Storm Water and Urban Runoff Pollution Prevention)

Chapter 52 of the City Municipal Code states that no person shall contribute to the discharge of pollutants into runoff, and defers to County, RWQCB and NPDES requirements to regulate pollutants from various construction and development activities. Chapter 52 of the City Municipal Code contains requirements for stormwater pollution control measures in development

and redevelopment projects and authorizes the City of Baldwin Park to further define and adopt stormwater pollution control measures, develop LID principles and requirements, including but not limited to the objectives and specifications for integration of LID strategies, grant waivers from the requirements of the SUSMP, and collect funds for projects that are granted waivers.

According to Chapter 52, the following development and redevelopment projects qualify as "planning priority projects":

(a) All development projects equal to one acre or greater of disturbed area that adds more than 10,000 square feet of impervious surface area.

(b) Industrial parks 10,000 square feet or more of surface area.

(c) Commercial malls 10,000 square feet or more of surface area.

(d) Retail gasoline outlets with 5,000 square feet or more of surface area.

(e) Restaurants (Standard Industrial Classification (SIC) of 5812) with 5,000 square feet or more of surface area.

(f) Parking lots with 5,000 square feet or more of impervious surface area, or with 25 or more parking spaces.

(g) Streets and roads construction of 10,000 square feet or more of impervious surface area.

(h) Automotive service facilities with 5,000 square feet or more of surface area.

(i) Projects located in or directly adjacent to, or discharging directly to an environmentally sensitive area (ESA), where the development will:

    1. Discharge stormwater runoff that is likely to impact a sensitive biological species or habitat; and

    2. Create 2,500 square feet or more of impervious surface area.

(j) Single-family hillside homes.

(k) Redevelopment projects (in subject categories that meet redevelopment thresholds).

Individual projects satisfying any of the categories above shall be designed to control pollutants, pollutant loads, and runoff volume to the maximum extent feasible by minimizing impervious surface area and controlling runoff from impervious surfaces through infiltration, evapotranspiration, bioretention and/or rainfall harvest and use. Planning priority projects shall prepare a LID plan to retain stormwater runoff onsite for the stormwater quality design volume. The storm water quality design volume is defined as the runoff from whichever is greater: the 85th percentile 24-hour runoff event as determined from the Los Angeles County 85th percentile precipitation isohyetal map; or the volume of runoff produced from a 0.75 inch, 24-hour rain event, whichever is greater.

Street and road construction of 10,000 square feet or more of impervious surface shall follow USEPA guidance regarding Managing Wet Weather with Green Infrastructure: Green Streets (December 2008 EPA-833-F-08-009) to the maximum extent practicable.

If it is determined by the City Engineer that 100 percent of onsite retention of the storm water quality design volume is partially or fully infeasible, the infeasibility shall be demonstrated in the submitted LID plan. The remaining storm water quality design volume that cannot be retained or biofiltered onsite must be treated onsite to reduce pollutant loading. BMPs must be selected and designed to meet pollutant-specific benchmarks as required per the MS4 Permit.

City of Baldwin Park General Plan

Adopted by the City Council in November 2002, the City of Baldwin Park General Plan contains objectives, policies, and programs to guide future growth and development in the City of Baldwin Park. Hydrology and water quality goals and policies that are relevant to the proposed Specific Plan are listed below.

Safety Element: Flood Hazards

Goal 2.0: Protect Baldwin Park residents, the work force, and visitors from flood hazards.

Policy 2.1: Work in cooperation with the Los Angeles County Department of Public Works to identify and construct needed local and regional storm drain improvements to relieve localized flooding problems.

Policy 2.2: Maintain the City's Multihazard Functional Plan and Supplemental Emergency Preparedness Plans in a current and continual state of readiness to respond to flooding, as well as other emergencies.

Open Space/Conservation Element: Water Resources

Goal 5.0: Conserve and protect groundwater supply and water resources.

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

Policy 5.2 Promote the use of native plant material in landscapes and drought tolerant trees, especially in landscapes on City properties.

Policy 5.4: Continue enforcement of municipal NPDES Permit to protect water quality within the San Gabriel River watershed.

Policy 5.5: Cooperate with the EPA in efforts to remedy groundwater contamination and implement cleanup practices for the Baldwin Park Superfund site.

Water Resources

Goal 5.0: Conserve and protect groundwater supply and water resources.

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Policy 5.5: Cooperate with the EPA in efforts to remedy groundwater contamination and implement cleanup practices for the Baldwin Park Superfund site.

3.6.3 Thresholds of Significance

In accordance with Appendix G of the *CEQA Guidelines*, the project could have a significant impact on hydrology and water quality if it would:

- Violate any water quality standards or waste discharge requirements;
- 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);
- Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner that would result in substantial erosion or siltation on- or off-site;
- Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the amount of surface run-off in a manner which would result in flooding on- or off-site;
- Create or contribute run-off water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted run-off;
- Otherwise substantially degrade water quality;
- 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;
- Place within a 100-year flood hazard area structures which would impede or redirect flood flows;
- 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; or
- Inundation by seiche, tsunami, or mudflow.

As described in the NOP/Initial Study prepared for this project (Appendix A) the Specific Plan area is not located within a 100-year flood hazard area. The FIRM for the area (06037C1700F) shows that the Specific Plan area is not located in a flood zone area. As a result, implementation of the project would not place housing or structures within a 100-year flood zone, and would not create a significant risk of loss, injury, or death involving flooding. As further described in the Initial Study, 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). Thus, no adverse impacts related to flooding are expected as a result of the development of the proposed project and this issue warrants no further discussion in the EIR.

The NOP/Initial Study also describes that the Specific Plan area does not contain any streams or rivers and existing drainage patterns in the area would be maintained by implementation of the Specific Plan. In addition, the Specific Plan area is not adjacent or nearby any water body that could subject the Specific Plan area to inundation by seiche or tsunami and it is not anticipated to be subject to mudflow as these events are not known to occur in the project vicinity. Therefore, adverse impacts related to inundation by seiche, tsunami, or mudflow are not expected from implementation of the proposed Specific Plan project, and no further discussion is warranted.

3.6.4 Methodology

The following analysis considers the existing environmental setting and regulatory environment applicable to the proposed Specific Plan area. Project implementation could adversely affect the quality of water bodies during construction activities or result in a long-term increase in pollutant levels in storm water originating from the Specific Plan area. The SWRCB 303(d) list was consulted to determine existing impairments in receiving water bodies within the Specific Plan area. An environmental records search report prepared by Environmental Data Resources was used to determine areas of contaminated groundwater levels within the Specific Plan area (EDR, 2014). Considering the project characteristics and existing conditions, the following potential impacts were evaluated and mitigation measures provided, where applicable.

3.6.5 Impact Analysis

Impact 3.6.1: The proposed project could violate water quality standards or waste discharge requirements.

Construction

Demolition of existing structures, removal of existing vegetation and trees, pavement and concrete replacement, grading, stockpiling of materials, excavation and the import/export of soil and building materials, construction of new structures, and landscaping activities could expose and loosen sediment and building materials, which have the potential to mix with storm water and urban runoff and degrade surface and receiving water quality. Furthermore, construction generally requires the use of heavy equipment and construction-related chemicals, such as concrete, cement, asphalt, fuels, oils, antifreeze, transmission fluid, grease, solvents and paints. In the absence of proper controls, these potentially harmful materials could be accidentally spilled or improperly disposed of during construction activities and could wash into and pollute surface waters or groundwater, resulting in a significant impact to water quality.

Pollutants of concern during construction projects generally include sediments, trash, petroleum products, concrete waste (dry and wet), sanitary waste, and chemicals. Each of these pollutants on its own or in combination with other pollutants can have a detrimental effect on water quality. In addition, chemicals, liquid products, petroleum products (such as paints, solvents, and fuels), and

concrete-related waste may be spilled or leaked during construction, which would have the potential to be transported via storm runoff into nearby receiving waters and eventually may affect downstream hydrologic areas, such as Big Dalton Wash, Walnut Creek, and the San Gabriel River Reach 3. During construction activities, excavated soil would be exposed thereby increasing the potential for soil erosion and sedimentation to occur compared to existing conditions. In addition, during construction, vehicles and equipment are prone to tracking soil and/or spoil from work areas to paved roadways, which is another form of erosion.

Each future development proposal occurring under the proposed Specific Plan would be assessed individually to ensure compliance with applicable NPDES requirements. In order to control the impact of erosion, sedimentation, and other pollutants on receiving waters, the SWRCB Construction General Permit, requires the implementation of BMPs to eliminate or reduce the discharge of pollutants in storm water discharges, and prohibits the discharge of non-storm water from construction sites as these non-storm water discharges are likely to carry pollutants to receiving waters. Under the Construction General Permit, the development projects under the proposed Specific Plan would be required to prepare a SWPPP and implement construction BMPs detailed in the SWPPP during construction activities, including the minimum BMPs listed in Table 3.6-3. Construction BMPs would be designed to minimize erosion and sedimentation and prevent spills. Various BMPs may be needed at different times during construction, since activities are constantly changing site conditions. Selection of erosion control BMPs is based on minimizing disturbed areas, stabilizing disturbed areas, and protecting water quality. Selection of sediment control BMPs is based on retaining sediment onsite and controlling the site perimeter. In addition, the SWPPP identifies the following: equipment storage, cleaning and maintenance areas/activities; points of ingress and egress to the construction site; material loading, unloading, and storage practices and areas, including construction materials, building materials and waste materials; and materials, equipment, or vehicles that may come in contact with storm water.

Compliance with the Construction General Permit, which would include implementation of BMPs that are designed, implemented, and maintained to address pollutants of concern, as required by the provisions of the Construction General Permit, no adverse water quality impacts would occur during construction of activities associated with implementation of the proposed Specific Plan. In addition, a Notice of Construction would be required to be submitted to RWQCB at least 30 days prior to the start of construction activities, which includes preparation and implementation of a SWPPP. A Notice of Construction Completion would be required to be submitted to RWQCB upon completion of construction and stabilization of the site. As a result, construction impacts related to water quality standards or waste discharge requirements from implementation of development project by the proposed Specific plan would be less than significant.

Mitigation Measures: No mitigation required

Significance Determination: Less than significant

Operation

The intensification of land uses by implementation of the Specific Plan may introduce new or additional pollutants to an existing area. Pollutants associated with the operation of the infill and/or redeveloped commercial, public facility, mixed use, and residential structures generally include sediments, trash, petroleum products, metals, and chemicals that could potentially discharge into surface waters either directly or during storm water runoff events. This could create new or exacerbate existing water quality impairments.

As described above, Walnut Creek is impaired by pH; a pH impairment can be worsened by introduction of various household and commercial chemicals or landscape fertilizers associated with land uses included in the proposed Specific Plan. Both Walnut Creek and Reach 3 of the San Gabriel River are currently listed as impaired on the USEPA's 303(d) list by indicator bacteria for fecal contamination; utilization of fertilizers containing animal fecal matter or improper disposal of pet wastes could worsen this impairment. Any additional pollutants that enter into surface waters either directly or during storm water runoff events could result in further impairment of surface water quality.

Any increase in impervious areas that may occur as a result of implementation of the proposed Specific Plan would increase the volume of runoff during a storm, which would more effectively transport pollutants generated during operation into receiving waters. In addition, as the amount of impervious surfaces and runoff increases, less water is able to infiltrate into the ground. Infiltration allows water to travel more slowly to the water bodies that drain the Specific Plan area, including Big Dalton Wash, Walnut Creek, and the San Gabriel River Reach 3. Water that travels too quickly can transport more sediment and other pollutants, thereby impairing water quality of the water body. In addition, high velocity flows could result in erosion.

The projects implemented by the Specific Plan would be required to implement Source Control and Treatment Control BMPs to reduce the discharge of pollutants to the maximum extent practicable. Treatment Control BMPs would also be required to be incorporated into the design of onsite storm drain systems to treat runoff in accordance with the SUSMP standards and as required by the City. The *California Storm Water BMP Handbook—New Development and Redevelopment* (2004) lists various types of Site Design, Source Control and Treatment Control BMPs to be implemented by new development and redevelopment projects. Typical Source Control BMPs that maybe applicable to development projects within the Specific Plan are provided in **Table 3.6-4**. BMPs would be designed and implemented on a per site basis as needed. **Table 3.6-5** shows typical Treatment Control BMPs that may be applicable to the development projects depending on the nature of the individual proposals.

TABLE 3.6-4
TYPICAL SOURCE CONTROL BEST MANAGEMENT PRACTICES

Identifier	Name	Project-Specific Application
SD-10	Site Design and Landscape Planning	Landscape vegetation used would be drought-tolerant and will require minimal irrigation and fertilizer application.
SD-11	Roof Runoff Controls	The objective is to reduce the total volume and rate of runoff from

Identifier	Name	Project-Specific Application
		individual lots, and retain pollutants onsite that may be picked up from roofing materials and atmospheric deposition. Roof runoff controls consist of directing the roof runoff away from paved areas and mitigating flow to the storm drain.
SD-12	Efficient Irrigation	Irrigation systems will be fitted with soil moisture sensors or precipitation detectors and designed to eliminate overspray onto impervious surfaces.
SD-13	Storm Drain System Signs	Areas near drain inlets will be stenciled for public awareness to indicate release to surface waters.
SD-21	Alternative Building Materials	Roofing materials for the buildings would consist of built-up roofing or metal sheet roofing with a durable painted surface that resists degradation. This type of roofing material will typically not increase metals in roof runoff, as would roofing materials constructed of galvanized metal or copper.
SD-31	Maintenance Bays and Docks	Loading docks would be designed to prevent run-on from outside the loading dock area and will be covered to prevent rainfall influence.
SD-32	Trash Enclosures	Trash and recycling materials would be stored to prevent runoff from storage areas (e.g., construction of a roof and berm around trash containers), and pick-up would be appropriately scheduled.
SD-33	Vehicle Washing Areas	During construction, project plans should include appropriately designed area(s) for washing-steam cleaning of vehicles and equipment. Depending on the size and other parameters of the wastewater facility, wash water may be conveyed to a sewer, an infiltration system, recycling system or other alternative. Pretreatment may be required for conveyance to a sanitary sewer.
SD-34	Outdoor Material Storage Areas	During construction, the method of storing outdoor storage of materials should be specified. Materials that could result in contaminated storm water runoff should not be stored outdoors. If suspect materials are stored outdoors, their removal and cleanup before storm events should be specified.
SD-35	Outdoor Work Areas	Design areas to contain pollutants and collect and convey runoff to sanitary sewer system during construction activities.

SOURCE: CASQA, 2004.

TABLE 3.6-5
TYPICAL TREATMENT CONTROL BEST MANAGEMENT PRACTICES

Identifier	Name	Project-Specific Application
TC-30	Vegetated Swales	Vegetated swales are open, shallow channels with vegetation covering the side slopes and bottom that collect and slowly convey runoff flow to downstream discharge points. They are designed to treat runoff through filtering by the vegetation in the channel, filtering through a subsoil matrix, and/or infiltration into the underlying soils.
TC-31	Vegetated Buffer Strip	Grassed buffer strips (vegetated filter strips, filter strips, and grassed filters) are vegetated surfaces that are designed to treat sheet flow from adjacent surfaces. Filter strips function by slowing runoff velocities and allowing sediment and other pollutants to settle and by providing some infiltration into underlying soils.
TC-32	Bioretention	The bioretention BMP functions as a soil and plant-based filtration device that removes pollutants through a variety of physical, biological, and chemical treatment processes.
TC-40	Media Filter	Storm water media filters are usually two-chambered including a pretreatment settling basin and a filter bed filled with sand or other absorptive filtering media.
TC-50	Water Quality Inlet	Water quality inlets, also commonly called trapping catch basins, oil/grit separators or oil/water separators, consist of one or more chambers that promote sedimentation of coarse materials and separation of free oil (as opposed to emulsified or dissolved oil) from storm water.
TC-60	Multiple Systems	A multiple treatment system uses two or more BMPs in series.
MP-60	Drain Insert	Drain inserts are manufactured filters or fabric placed in a drop inlet to remove sediment and debris.

SOURCE: CASQA, 2004.

Implementation of site specific source control and treatment control BMPs in accordance with the SUSMP standards would remove potential pollutants from runoff and would not contribute additional pollutant loads into receiving waters. Applicable BMPs would be implemented on a case-by-case basis in accordance with County of Los Angeles NPDES MS4 Permit and associated SUSMP requirements, as required per Order R4-2012-0175. At a minimum, it is required that downstream drainage discharge points would be provided with erosion protection and designed such that flow hydraulics exiting the site mimics the natural condition to the maximum amount practicable. The SUSMP shall include a drainage hydrologic/hydraulic analysis that details the site's anticipated runoff calculations. With implementation of these requirements, the development projects that would be implemented by the proposed Specific Plan would not result in adverse impacts to water quality, i.e., a violation of water quality standards or water quality objectives. According to City requirements, planning priority projects would be required to retain the storm water quality design volume. Any portion of the storm water quality design volume that could not be retained would be required to be treated onsite to reduce pollutant loading in runoff.

Furthermore, the proposed Specific Plan building guidelines that include storm water runoff reduction and capture; interspersing landscaped areas within impervious areas; including landscaped open space. As a result, implementation of these Specific Plan guidelines would also

prevent operational impacts related to water quality standards or waste discharge requirements. Thus, impacts would be less than significant.

Mitigation Measures: No mitigation required

Significance Determination: Less than significant

Impact 3.6.2: The proposed project could 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).

As described above, the Main San Gabriel Groundwater Basin underlies most of the San Gabriel Valley, including the Specific Plan area, and the major sources of recharge to the Basin are direct penetration of rainfall on the valley floor, percolation of runoff from the mountains, percolation of imported water, and return flow from applied water (Civiltec, 2008). In addition, the depth to groundwater in the vicinity of the Specific Plan area is approximately 194 feet below the ground surface (bgs) (DWR, 2013).

The Specific Plan involves infill development and redevelopment within an existing urban and mainly impervious area, including buildings, paved sidewalks and parking lots. Since more than ninety percent of the existing Specific Plan area is already impervious, implementation of the proposed Specific Plan would generate little or no increase in the amount of impervious surfaces (Baldwin Park, 2014). In fact, implementation of the Specific Plan would result in a decrease in impervious surfaces since the Specific Plan includes trees and landscaping as part of its streetscape improvements, which would minimize large stretches of impervious surfaces and would increase infiltration. Therefore, project implementation would not result in a change in impervious surface area such that the infiltration of surface water to groundwater would be affected.

Water service to the Specific Plan area is provided by Valley County Water District (VCWD). Seventy three percent of VCWD water supplies include groundwater pumped from the Main San Gabriel Basin, and imports about 24 percent of its water from the Metropolitan Water District. VCWD defers to the Upper San Gabriel Valley Municipal Water District regarding acquiring replenishment water for purposes of recharging the Basin, as they are more ideally positioned to do so (Civiltec, 2011).

As discussed in Section 3.14, *Utilities and Service Systems*, the proposed new uses from implementation of the proposed Specific Plan would generate a total water demand of approximately 195.95 acre-feet/year (AFY), which would occur incrementally over the anticipated 20-year implementation of the Specific Plan. Water deliveries within the City are projected to increase from 9,201AFY in 2015 to 9,846 AFY by 2035.The City would have supplies of approximately 10,356 AFY in both 2015 and 2035. The water delivery projection

reflects the projected growth in demand from existing uses, as well as future growth and development within the City. As a result, the City is estimated to have between 1,155 AFY and 510 AFY of surplus water supply between the years 2015 and 2035; the total water demand from build out of the Specific Plan (57.45 AFY) would be accommodated by this surplus of supplies. Therefore, the total water demand from the proposed Specific Plan would be accommodated by current water sources for the City of Baldwin Park and there would not be a net deficit in aquifer volume or a lowering of the local groundwater table level such that the production rate of existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted. In addition, depletion of groundwater would not occur because of the adjudication of the basin, which is managed by the Basin Watermaster to ensure that the annual operating demands meet the replenishment water. Therefore, impacts related to groundwater recharge would be less than significant.

Mitigation Measures: No mitigation required

Significance Determination: Less than significant

Impact 3.6.3: The proposed project could substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner that would result in substantial erosion or siltation on- or off-site.

The Specific Plan area is a developed urban area, in which no streams or rivers pass through. Stormwater run-off sheet flows across impervious surfaces and is collected by curbs and gutters and conveyed to storm drains. Existing storm drains convey stormwater flows south and southeast, eventually discharging into Big Dalton Wash and Walnut Creek.

Construction

Construction would include excavation and the overall disturbance of existing landscape, and would expose bare soil, and could temporarily alter drainage patterns with the potential to cause erosion and sedimentation. Adherence with statewide NPDES Construction General Permit or MS4 Permit construction requirements would ensure erosion or siltation does not occur onsite through implementation of erosion and sediment control BMPs during construction of projects under the proposed Specific Plan. These requirements would include the implementation of minimum BMPs (listed in Table 3.6-3), typical Source Control BMPs listed in Table 3.6-4, and typical Treatment Control BMPs listed in Table 3.6-5 for erosion, sediment, non-storm water management and waste management. Adherence to the MS4 Permit and Construction General Permit conditions would ensure that potential water quality degradation associated with the construction of future development projects within the Specific Plan area would be minimized. With implementation of erosion and sediment control BMPs, as would be required by the appropriate permitting authorities and goals, policies, and implementation measures to reduce water quality impacts, construction-related impacts related to alteration of an existing drainage pattern that could result in substantial erosion or siltation on- or off-site from future development projects occurring under the proposed Specific Plan would be less than significant.

Operation

By implementing long-term changes to streetscapes, pedestrian walkways, increasing parking spaces, etc., the proposed Specific Plan development would minimally alter local drainage patterns. The project does not involve the alteration of the course of a stream or river. The surface drainage would continue to be collected by the same existing storm drains, which outlet into Big Dalton Wash and Walnut Creek. The infill development and redevelopment that would occur by the proposed Specific Plan would generate little or no increase in the runoff into the existing drainage system, since more than ninety percent of the existing Specific Plan area is already impervious (Baldwin Park, 2014). Additionally, there is a low erosion potential because the Specific Plan area includes mainly paved surfaces lacking sediment.

As the volume of storm water runoff from the Specific Plan area is not anticipated to increase, an increase in on- or off-site soil erosion and siltation is not anticipated. In fact, because existing development was constructed before SUSMP requirements were in place, implementation of the proposed project would be expected to reduce the potential for soil erosion and siltation. City requirements state that planning priority projects must retain 100 percent of the storm water quality design volume onsite or. Any projects that cannot feasibly retain this runoff must treat it onsite to reduce pollutant loading prior to its release. In addition, the proposed Specific Plan involves implementation of landscaped street frontages as part of streetscape improvements, landscaped areas adjacent to pedestrian walkways, and landscaped open space as part of the new Arts Park. These vegetated areas would help to capture and infiltrate some surface water runoff, and would reduce the overall amount of surface runoff generated and leaving project sites.

Furthermore, SUSMP requires that the City review site design BMPs through requiring the submittal of BMP locations in design and grading plan and calculations demonstrating that BMPs would adequately be able to handle the minimum design flow for treatment. SUSMP Operation and Maintenance Plan requirements would ensure maintenance occurs at a minimum on an annual basis. Therefore, runoff would be adequately infiltrated and/or retained so to not generate erosion and/or siltation on or offsite. With compliance with applicable regulatory requirements, impacts related to alteration of an existing drainage pattern that could result in substantial erosion or siltation on- or off-site would be less than significant.

Mitigation Measures: No mitigation required

Significance Determination: Less than significant.

Impact 3.6.4: The proposed project could otherwise substantially degrade water quality.

The majority of the Specific Plan area is overlain by impervious surfaces associated with existing buildings, paved areas, and parking lots. Implementation of the Specific Plan would result in a decrease in impervious surfaces in the area and the volume of storm water runoff from the area would be similar to, or less than, existing conditions, thereby reducing the conveyance of pollutants local into surface waters. As discussed under Impact 3.6-3, above, the proposed project

would not involve the alteration of the course of a stream or river. Thus, the implementation of the proposed project would not substantially alter existing drainage patterns in such a way as to result in substantial erosion or siltation.

Overall, the proposed Specific Plan would not significantly degrade water quality, as all development would be required to comply with either Construction General Permit or MS4 Permit requirements during construction, which would require implementation of BMPs to reduce impacts to water quality. Operation of all development projects would be required to comply with MS4 Permit and SUSMP requirements as implemented by the City, which would require various levels of stormwater runoff retainment onsite dependent on development type, as well as various source control and treatment BMPs in site design. This would prevent the amount of polluted runoff generated on and/or leaving the site and maintaining downstream water quality. No other impacts to water quality are anticipated. Impacts would be less than significant.

Mitigation Measures: No mitigation required

Significance Determination: Less than significant.

Cumulative Impacts

The geographic scope for cumulative impacts on hydrology and water quality includes the Walnut Creek subwatershed and the San Gabriel Valley Basin. Implementation of the proposed Specific Plan would include compliance with of all required laws, permits, ordinances and plans, such as the MS4 Permit, LID, SUSMP, and Construction General Permit requirements, that would reduce incremental effects to hydrology and water quality. The Specific Plan development would not result in a substantial increase of impervious surfaces within the Specific Plan area and may in fact result in an overall decrease in impervious surfaces as new projects are implemented and are required to include pervious surfaces to retain storm water drainage onsite. This increase in pervious surfaces and implementation of BMPs as required by the MS4 Permit would lead to a decrease in pollutant loadings and potential increase in infiltration of storm water and non-storm water. This could have a positive impact on water quality and hydrology compared to existing conditions. The areas surrounding the Specific Plan area are of similar urban pervious nature, and any future development would also not likely increase the amount of impervious surfaces but may also decrease pervious surfaces in order to meet runoff requirements. This could result in a positive cumulative impact on water quality and hydrology.

There are 18 related projects surrounding the Specific Plan area that are also within the Walnut Creek subwatershed. These related projects generally consist of multi-family residential and commercial development, with some single-family residential, industrial and recreational development (see Table 2-7 in Chapter 2, *Project Description*), which could contribute to increased runoff due to increases in impervious surfaces. In addition, other future developments within the urban and developed subwatershed would have similar effects. However, the past, current, and reasonably foreseeable future projects in the subwatershed would be required to

implement similar measures when obtaining the relevant permits, including compliance with the LID Manual and SUSMP requirements. This would help reduce impacts to water quality and retain runoff, and to ensure that the incremental effects of individual projects do not cause a substantial cumulative impact related to water quality. For example, during operation, projects would be required to maintain water quality through development and implementation of LID BMPs. In addition, the Los Angeles County ordinances regarding NPDES permitting requirements apply throughout the region.

The analysis within this EIR has identified that sufficient water supplies are available to serve build out of the proposed Specific Plan in addition to the existing water supply demand and the demand from the identified related projects. Additional future projects would need to similarly identify their incremental demand on water supplies, and in doing so, would determine whether groundwater supplies would be affected by development.

As described above groundwater rights are adjudicated in the Basin, which has regulated groundwater supplies and identifies the natural safe yield that can be withdrawn from the aquifer without adverse effect, after considering natural replenishment from runoff and precipitation. However, the adjudicated pumping amounts are still greater than the natural replenishment of the groundwater basins, creating an annual deficit, or overdraft. The Water Replenishment District of Southern California is enabled under the California Water Code to purchase and recharge additional water to make up the overdraft, which is known as artificial replenishment, or managed aquifer recharge. Regional projects to increase water supply reliability are currently underway by the Water Replenishment District of Southern California. The Groundwater Reliability Improvement Program (GRIP) is a recycled water project by WRD that is anticipated to be implemented in the near future, and would replace imported water with recycled water for recharge in the Montebello Forebay. GRIP is the result of numerous studies conducted over a number of years to improve water supply reliability in the face of imported water supply uncertainties and increasing costs (AECOM, 2014).

Overall, potential impacts to hydrology and water quality associated with future development in the Specific Plan and the region would not be cumulatively considerable with compliance with all applicable laws, permits, ordinances and plans. As a result, potential impacts to hydrology and water quality from the proposed Specific Plan in combination with the related projects would be less than cumulatively considerable.

Significance Determination: Less than cumulatively considerable

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3.7 Land Use

Introduction

This section addresses the impacts of the proposed project on existing and planned land uses in the vicinity of the proposed Specific Plan. The land use analysis considers the compatibility of the proposed Specific Plan project with the applicable local and regional policies and regulations, including Southern California Association of Governments (SCAG) plans, the City of Baldwin Park General Plan, and other applicable plans and policies.

3.7.1 Environmental Setting

Regional

The City of Baldwin Park is located in the San Gabriel Valley region of Los Angeles County, which consists of 31 cities and five unincorporated communities. The major cities and communities include Alhambra, Arcadia, Azusa, Baldwin Park, Bradbury, Claremont, Covina and West Covina, Diamond Bar, Duarte, El Monte, Glendora, Industry, Irwindale, La Canada Flintridge, La Puente, La Verne, Monrovia, Montebello, Monterey Park, Pasadena, Pomona, Rosemead, and South Pasadena. While the San Gabriel Valley consists of predominantly suburban land uses (i.e., single-family housing, shopping malls, and strip malls), this area is densely developed and has a population of approximately two million people within a 200-square-mile area (approximately 10,000 people per square mile).

Baldwin Park is surrounded by the cities of Irwindale, West Covina, Industry, and El Monte, as well as by La Puente, an unincorporated area of Los Angeles County (see Figure 2-1, in Section 2.0, *Project Description*) and contains a land use pattern similar to most of the communities in the region, consisting of mostly suburban uses, such as single and multi-family housing, retail shopping centers, and civic uses.

Specific Plan Area

Downtown Baldwin Park is a prime commercial retail area of the city and includes a high concentration of core government, transportation, and recreation services, including City Hall, the Police Station, Post Office, Valley Water District, Morgan Park Community Center, and the Baldwin Park Metrolink Station for the San Bernardino Line. **Table 3.7-1** lists existing land uses within the Specific Plan area and Figure 2-3, in Section 2.0, *Project Description*) shows the existing land uses within the Specific Plan area.

TABLE 3.7-1
SPECIFIC PLAN AREA EXISTING LAND USES

Land Use	Acres	% of Specific Plan Area
General Office Use	2.42	2.10
Government Offices	4.71	4.10
High-Density Single Family Residential	7.73	6.72
Low-Rise Apartments, Condominiums, Townhouses	0.53	0.46
Manufacturing, Assembly, Industrial Services	3.83	3.33
Mixed Commercial and Industrial	2.29	2.00
Open Space and Public Facilities	10.55	9.18
Park and Ride Lots	1.55	1.35
Metrolink San Bernardino Line	3.24	2.82
Retail	41.47	36.08
Total Net Acres	*78.32*	*68.14*
Right of Way	36.62	31.86
Total Gross Acres	**114.95**	**100.00**

SOURCE: Arroyo Group, 2014.

Commercial Uses

Commercial uses comprise approximately 41 acres within the Specific Plan area and are largely clustered along Ramona Boulevard and Maine Avenue. One of the primary patterns of commercial development within the Specific Plan area consists of strip-mall style shopping areas setback from the street by large surface parking lots, some of which include stand-alone buildings. Generally, these strip malls contain mostly neighborhood-serving retail uses and offices such as grocery stores, restaurants, dry cleaners, small retail establishments, real estate offices, dentists' offices, or banks. The three primary strip malls within the Specific Plan area are the Valuplus Marketplace, located along Ramona Boulevard between La Rica and Baldwin Park Boulevard; Park Plaza located along Ramona Boulevard between Maine and Bogart Avenues; and Maine Avenue Marketplace at the southwest corner of Maine Avenue and Clark Street.

Along Ramona Boulevard, there are older one- to two-story retail buildings that face the street, but are setback from the street by landscaped medians and narrow access roads that are lined on both sides by angled parking. This pattern exists primarily along the southern side of Ramona Boulevard, with small pockets along the north side between Morgan Park and Maine Avenue and again between Bogart and Downing Avenues. This type of commercial development also exists along the eastern side of Maine Avenue between Palmrose and Clark Streets. Uses within these retail areas are similar to those in the strip-malls typical along the north side of Ramona Boulevard, including hair and nail salons, restaurants, travel agencies, pharmacies, doctor or dentist offices, and a post office.

Residential Uses

Residential uses within the Specific Plan area and are primarily high-density single-family houses. To the north of Ramona Boulevard, residential uses are located along Bogart Avenue and along Palmrose Avenue near the intersection with Bogart Avenue. To the south of Ramona Boulevard, residential uses are located along Sterling Way and along Downing Avenue roughly between Pacific Avenue and Jeremie Street. There is also a single-family residential development comprising several blocks located at the southeast corner of Downing Avenue and Badillo Street.

Government Uses/Public Facilities

Government uses/public facilities consist of approximately 22 acres located throughout the Specific Plan area. They include City-owned property such as the Baldwin Park City Hall, the police station, the Arts and Recreation Center located adjacent to City Hall, and Morgan Park located at the northeast corner of Baldwin Park and Ramona Boulevards. In addition, the U.S. Post Office operates a facility located at 4230 Maine Avenue at Palmrose Street. The Specific Plan area also includes the railway right-of-way and the station for the San Bernardino Metrolink line that runs through Baldwin Park. The railroad tracks cross Ramona Boulevard at Downing Street and the Metrolink station is located on Downing Avenue south of Ramona Boulevard, adjacent to City Hall.

Industrial Uses

Industrial uses comprise approximately six acres within the Specific Plan area and are located primarily along the north side of Alderson Avenue and along the south side of Downing Avenue roughly between Central Avenue and Badillo Street. Uses include auto repair shops, appliance service shops, warehousing and distribution centers, and storage yards.

3.7.2 Setting

Regional

Southern California Association of Governments

SCAG is the designated Metropolitan Planning Organization (MPO) for six counties: Los Angeles, Orange, San Bernardino, Riverside, Ventura, and Imperial. As the designated MPO for the region, SCAG is mandated by the federal government to research and create plans for transportation, growth management, hazardous waste management, and air quality. SCAG's major responsibilities include:

- Maintenance of a continuous, comprehensive, and coordinated planning process resulting in a Regional Transportation Plan (RTP) and a Regional Transportation Improvement Program (RTIP).
- Development of demographic projections plus the integrated land use, housing, employment, transportation programs, measures, and strategies portions of the South Coast Air Quality Management Plan (AQMP), as well as serving as co-lead agency for air quality planning for the Central Coast and Southeast Desert air basin districts.

- Responsibility under the federal Clean Air Act (CAA) for determining whether projects, plans, and programs conform to the CAA.
- To function as the authorized regional agency for intergovernmental review of programs proposed for federal financial assistance and direct development activities.
- Review of environmental impact reports for projects having regional significance for consistency with regional plans.
- To function as the authorized area-wide waste treatment management planning agency pursuant to federal water pollution control statutes.
- Responsibility under state law for preparation of the Regional Housing Needs Assessment (RHNA).

Because the proposed Specific Plan is a project with regional significance, per *CEQA Guidelines* Sections 15125(d) and 15206, SCAG is responsible for ensuring that the project is consistent with regional plans, which, in this case, include the Regional Comprehensive Plan and Guide (RCPG), the RTP, and the Compass Blueprint Growth Vision. In addition, this EIR uses the most recently adopted SCAG population, housing and job forecasts as the basis for applicable analyses throughout this EIR (see 3.10, *Population and Housing*).

Regional Transportation Plan 2012-2035/Sustainable Communities Strategy

In April 2012, SCAG adopted the 2012-2035 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS). The RTP/SCS includes a strong commitment to reduce emissions from transportation to comply with Senate Bill 375, improve public health, and meet the National Ambient Air Quality Standards as set forth by the federal Clean Air Act. The RTP/SCS links its goals of sustaining mobility with its goals for fostering economic development; enhancing the environment; reducing energy consumption; promoting transportation-friendly development patterns; and encouraging fair and equitable access to residents affected by socio-economic, geographic and commercial limitations. In summary, the 2012-2035 RTP/SCS provides a blueprint for improving quality of life for residents by providing more choices for where they will live, work, and play, and how they will move around. Those policies and the project's consistency with them are discussed in Table 3.7-2 of Section 3.7.4, Impact Assessment, below.

Regional Comprehensive Plan

The 2008 RCP is an advisory plan that establishes a strategy for defining and solving the region's inter-related housing, traffic, water, air quality and other regional challenges. The RCP ties together SCAG's role in transportation, land use, and air quality planning as well as recommending key roles and responsibilities for public and private sector stakeholders and inviting them to help implement the policies of the RCP. The nine areas covered in the RCP are land use and housing, open space and habitat, water, energy, air quality, solid waste, transportation, security and emergency preparedness, and economy. The Land Use and Housing Chapter contain policies that are particularly applicable to the project. Those policies and the Specific Plan's consistency with them are discussed in Table 3.7-2 of Section 3.7.4, Impact Assessment, below.

Regional Housing Needs Assessment

The Regional Housing Needs Assessment (RHNA) is a key tool for SCAG and its member governments to plan for growth in the region. The Final RHNA, which was adopted in August 2012, quantifies the need for housing within each jurisdiction between 2014 and 2021. Communities then plan, consider, and decide how they will address this need through the process of completing the Housing Elements of their General Plans. The RHNA does not necessarily encourage or promote growth, but it helps communities to anticipate growth so that they can guide the growth in such a way as to enhance the quality of life; improve access to jobs, transportation and housing; and not adversely impact the environment. The RHNA consists of two measurements of housing need: (1) existing need and (2) future need. The City of Baldwin Park was assigned an RHNA of 779 units for the 2014-2021 planning period, or an average of approximately 112 units per year (SCAG, 2012).

Compass Blueprint Growth Vision and 2 Percent Strategy

SCAG has also implemented the *Compass Blueprint Growth Vision and 2% Strategy*. The overarching goals of the Compass Blueprint 2 Percent Strategy are to increase mobility, enhance the livability, enable prosperity, and promote sustainability within the region. The Compass Blueprint encourages cities and counties to work collaboratively with SCAG to achieve sustainable development plans. It calls for modest changes to current land use and transportation trends on only two percent of the land area of the region: the 2 Percent Strategy Opportunity Areas, which were identified through public participation and land use and transportation modeling and analysis. The 2 Percent Strategy Opportunity Areas are comprised primarily of regional centers; city centers; airports, ports, and industrial centers; priority residential in-fill areas; rail transit stops; and bus rapid transit corridors. Baldwin Park has been identified as a 2 Percent Strategy Opportunity Area due to potential development opportunities on land surrounding the Metrolink station. The Strategy Area is approximately two miles in diameter, centered at the Metrolink station. The following principles from the Compass Blueprint Growth Vision and 2 Percent Strategy pertain to the proposed Specific Plan:

Principle 1: Improve mobility for all residents.

GV P1.1 Encourage transportation investments and land use decisions that are mutually supportive.

GV P1.2 Locate new housing near existing jobs and new jobs near existing housing.

GV P1.3 Encourage transit-oriented development.

GV P1.4 Promote a variety of travel choices.

Principle 2: Foster livability in all communities.

GV P2.1 Promote infill development and redevelopment to revitalize existing communities.

GV P2.2 Promote developments, which provide a mix of uses.

GV P2.3 Promote “people scaled,” walkable communities.

GV P2.4 Support the preservation of stable, single-family neighborhoods.

Principle 3: Enable prosperity for all people.

GV P3.1 Provide, in each community, a variety of housing types to meet the housing needs of all income levels.

GV P3.2 Support educational opportunities that promote balanced growth.

GV P3.3 Ensure environmental justice regardless of race, ethnicity, or income class.

GV P3.4 Support local and state fiscal policies that encourage balanced growth.

GV P3.5 Encourage civic engagement.

Principle 4: Promote sustainability for future generations.

GV P4.1 Preserve rural, agricultural, recreational, and environmentally sensitive areas.

GV P4.2 Focus development in urban centers and existing cities.

GV P4.3 Develop strategies to accommodate growth that use resources efficiently, eliminate pollution, and significantly reduce waste.

GV P4.4 Utilize "green" development techniques.

City of Baldwin Park

Baldwin Park 2020 General Plan

Adopted in November 2002, the Land Use Element of the Baldwin Park 2020 General Plan establishes the strategy for long-range development within the City. Overall, the Land Use Plan aims to "maintain a quality environment for families, strengthen the community's image, and diversify and expand the local economy." As a guide to future growth and development, the element identifies the general distribution, location, mix, and extent of desired land uses including residential, commercial, industrial, public facilities, and open space uses.

The Land Use Element contains goals and policies that address land use issues on a citywide basis and specific goals and policies for 15 Focus Areas. The proposed Specific Plan area falls within two Focus Areas—the Auction Village Focus Area and the Downtown/Metrolink Focus Area.

The Auction Village Focus Area is occupied almost exclusively by older industrial and commercial buildings. This area has been identified by the City as an opportunity area to assemble parcels as potential development sites. The Downtown/Metrolink Focus Area includes Morgan Park, the Downtown, and the Metrolink station. Relevant General Plan policies focus on strengthening the economic vitality and aesthetic character of the Downtown by establishing a mixed-use pedestrian district that builds on Livable Communities principles and techniques.[1] The General Plan policies related to the proposed Specific Plan are listed below.

[1] Livable Community principles and techniques are described in the San Gabriel Valley's Livable Communities Case Studies (dated 1998). This document outlines urban design strategies intended to make Downtown Baldwin Park (as well as five other case study communities) more pedestrian-friendly.

Balanced Development in Baldwin Park

Policy 1.1 Provide opportunities for housing development at a range of densities and housing types that accommodate the varied interests and needs of present and future residents.

Policy 1.4 Create opportunities for two different levels of commercial development: (1) commercial uses that meet the retail and service needs of the local resident and employee populations, and (2) regional-serving retail commercial businesses that capture revenues from a broader population base.

Policy 1.6 Encourage mixed-use development of residential, retail, and commercial uses in Downtown and along the North Maine Avenue corridor as defined in the Land Use Policy Map under the Mixed Use designation.

Compatible and Complementary Development

Policy 2.2 Allow for continuation of residential uses within residential districts which are non-conforming due to density.

Policy 2.5 Require that multi-family, commercial and industrial development provide adequate buffers (such as decorative walls and landscaped setbacks) at the designated boundaries with adjacent uses to prevent impacts on residences due to noise, traffic, parking, light and glare, and differences in scale; to ensure privacy; and to provide visual compatibility.

Policy 2.6 Require 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.

Policy 2.8 Establish standards in the Zoning Code to ensure that all functional, noise, and other impacts associated with the development of residential units on an upper floor of any commercial structure be mitigated.

Revitalization and Deteriorating Uses

Policy 3.1 Encourage and continue use of redevelopment activities, including provision of incentives for private development, joint public-private partnerships, and public improvements, in designated Redevelopment Project Areas.

Policy 3.2 Provide development incentives to facilitate the consolidation of individual parcels along the City's commercial corridors and in industrial districts.

Policy 3.4 Encourage the rehabilitation of existing commercial facades and signage.

Policy 3.7 As part of the neighborhood beautification efforts, provide street trees and landscaping in the public rights-of-way.

Focus Area: Downtown/Metrolink

Policy 8.1 Provide for a mix of commercial and multi-family residential uses up to 30 units/acre to create 24-hour activity in the Downtown. Allow mixed-use development to consist of vertical integration of commercial and residential uses, as well as mixed uses side by side, on a lot-by-lot basis.

Policy 8.2 Define Downtown as a pedestrian overlay zone, and require that new uses and buildings enhance pedestrian activity (refer to techniques outlined in Policy 3.1 of the Urban Design Element).

Policy 8.3 Prohibit the use of areas between the sidewalk and a building within the pedestrian orientation zone for parking.

Policy 8.4 Encourage the development of outdoor cafes, flower sales, stalls or kiosks, and other uses which are compatible with and stimulate pedestrian activity.

Policy 8.5 Restrict non-pedestrian friendly uses (e.g., offices) to 25 percent of the ground floor of any block in this zone.

Policy 8.6 Provide an area for limited commercial uses immediately south of the Metrolink platform and the adjacent Park and Ride area directed towards serving Metrolink riders. Establish a pedestrian linkage between the Metrolink platform and Downtown.

Policy 8.7 Create an active "paseo" in the courtyard of City Hall. Provide pedestrian connections to Downtown.

Policy 8.8 Pursue redesign of automobile-oriented shopping centers on Maine Avenue (Albertson's Center and Maine Avenue Marketplace) to orient some commercial uses towards Maine Avenue, and provide direct pedestrian access off Maine.

Policy 8.9 Work in conjunction with Chamber of Commerce to attract family-oriented entertainment uses to the Downtown, such as an arcade for youth, bowling, skating rink, etc.

Policy 8.10 Conduct community activities to draw people to the Downtown, such as street fairs, farmers markets, open concerts, ethnic celebrations, etc.

Policy 8.11 Pursue development of a Specific Plan for the Downtown to provide further direction on the precise land use, circulation and public improvement plan for the area.

City of Baldwin Park Zoning Code

The City of Baldwin Park Zoning Code (Chapter 153 of the Municipal Code) implements the Land Use Element of the General Plan and provides specific development and land use standards for the City of Baldwin Park. Section 153.002 of the Zoning Code states that the purpose of the Zoning Code is to "permit the most compatible use of land within the city, consistent with the

needs of residential, commercial and industrial developments within the city, and the promotion of the public health, safety, welfare and general prosperity of the city and its residents."

3.7.3 Thresholds of Significance

In accordance with Appendix G of the *CEQA Guidelines*, the project could have a significant impact on land use and planning if it would:

- Physically divide an established community;
- 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; or
- Conflict with any applicable habitat conservation plan or natural community conservation plan.

As discussed in the Initial Study/NOP prepared for the proposed project (see Appendix A), the proposed project would not conflict with any applicable habitat conservation plan or natural community conservation plan; therefore, this topic is not further discussed.

3.7.4 Methodology

Land use impacts are assessed based upon the physical effects related to land use compatibility (for example, air quality, aesthetics, and circulation) and consistency with adopted plans and regulations. Specifically, this section of the EIR addresses the potential environmental impacts related to compatibility and/or consistency with regard to on-site and adjacent land uses and applicable plans and regulations.

3.7.5 Impact Analysis

Impact 3.7-1: Physically divide an established community.

Currently, the Specific Plan area contains a mix of uses, including commercial, residential, government/public, industrial, and recreational uses, as described above. The proposed project would introduce a TOD pattern to the Specific Plan area, which would include higher density housing and commercial development, as well as improvements to the circulation infrastructure, in order to accommodate all modes of transportation, including increasing opportunities for pedestrians and cyclists.

Development occurring under the proposed Specific Plan is anticipated to occur over a 20-year period and would involve infill development. New public plazas would also be created within currently underutilized parcels or City-owned spaces. Streetscape improvements would involve reconfiguration of streets within the Specific Plan area in order to accommodate wider sidewalks, mid-block pedestrian crossings, bicycle lanes, and other pedestrian-oriented features such as

landscaping and benches. All changes occurring as part of the streetscape improvements would occur within the existing rights-of-way of the roadways within the Specific Plan area. In some areas, alleyways would be converted to pedestrian walkways in order to create greater pedestrian connectivity between key destinations throughout the Downtown area. The infill development and streetscape improvements would is intended to result in a safer and more efficient circulation pattern throughout the Downtown area.

Overall, the proposed project would build upon the existing community to increase the density/intensity of development as well as the presence of pedestrians throughout the Specific Plan area. The existing community would not be divided. No housing or existing development would be displaced and no new streets or other infrastructure would be constructed that would require displacement of existing development. Overall, the proposed Specific Plan would provide for additional residential development and improved connectivity within the existing community, and would not result in the division of an established community. Therefore, this impact would be less than significant.

Mitigation Measures: No mitigation required

Significance Determination: Less than significant

Impact 3.7-2: Conflict with any applicable land use plan, policy or regulation of an agency with jurisdiction over the proposed 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.

As described in detail below, the proposed Specific Plan would be consistent with applicable regional and local goals and policies that are intended to avoid or mitigate adverse environmental effects. Impacts related to this criterion would be less than significant.

SCAG

Table 3.7-2 lists the policies from SCAG's *2012-2013 Regional Transportation Plan/Sustainable Communities Strategy*, the *2008 Regional Comprehensive Plan and Guide*, and the *Compass Growth Vision and 2 Percent Strategy* that are relevant to the proposed Specific Plan, and provides a discussion of the proposed Specific Plan's level of consistency with each policy. SCAG policies focus largely on achieving jobs and housing balance within individual communities throughout the region, encouraging development patterns and densities that reduce infrastructure costs and reliance on the automobile and promote public transit use, minimizing environmental impacts through the use of "green" building techniques and landscaping practices, providing affordable housing, and minimizing new development in open space areas and areas with limited emergency access.

As described under the regional context of the Environmental Setting section above, the San Gabriel Valley is currently largely comprised of communities with suburban development patterns, which are defined by small commercial pockets surrounded typically by large single-

family residential neighborhoods. This development pattern has contributed to unbalanced jobs and housing ratios for San Gabriel Valley communities as well as health issues related to poor air quality. Residents lack opportunities to walk or bike to local destinations or transit stations due to the increased reliance on automobiles that this type of development promotes. As previously noted, SCAG policies seek to encourage higher density developments (commercial and residential) concentrated near public transit centers.

The proposed Specific Plan would implement many of the SCAG policies related to high-density, infill development that is centered around public transit opportunities. The proposed Specific Plan would involve providing for infill development in an already developed urban area that would make use of the existing circulation and utility infrastructure. The proposed Specific Plan would introduce high-density residential uses, thus creating a mixed-use environment in which residents would benefit from nearby shopping and employment opportunities. New development would be within walking distance of the Baldwin Park Metrolink station. The proximity of the Specific Plan area to public transportation lends an even greater regional significance to the proposed project. Thus, the Specific Plan would be consistent with SCAG goals to reduce the prominence of the suburban development pattern that exists throughout the San Gabriel Valley and increase the availability of transit-oriented development.

TABLE 3.7-2
CONSISTENCY OF PROPOSED PROJECT WITH SCAG POLICIES

Policy Number	Policy Text	Statement of Consistency or Non-Consistency
2012-2035 RTP/SCS		
RTP/SCS G2	Maximize mobility and accessibility for all people and goods in the region.	Consistent. The proposed Specific Plan would involve improvements to the circulation system in order to increase the safety and efficiency for a variety of users, including motorists, pedestrians, and cyclists.
RTP/SCS G3	Ensure travel safety and reliability for all people and goods in the region.	Consistent. See above.
RTP/SCS G4	Preserve and ensure a sustainable regional transportation system.	Consistent. The proposed Specific Plan would involve the creation of TOD opportunities, such as residential, retail, and other employment uses near the Baldwin Park Metrolink Station in order to increase opportunities for transit use and reduce reliance on the automobile.
RTP/SCS G5	Maximize the productivity of our transportation system	Consistent. The proposed Specific Plan would involve improvements to the circulation system to increase the efficiency for a variety of users and to improve the accessibility to the regional transit system.
RTP/SCS G6	Protect the environment and health for our residents by improving air quality and encouraging active transportation (non-motorized transportation such as bicycling and walking).	Consistent. The proposed Specific Plan proposes to create a TOD pattern in Downtown Baldwin Park to increase transit use and proposes to create more opportunities for pedestrians and cyclists throughout the Specific Plan area in order to reduce reliance on the automobile, which would help improve air quality.
RTP/SCS G7	Actively encourage and create incentives for energy efficiency, where possible.	Consistent. The proposed Specific Plan includes sustainable design standards and guidelines related to energy efficient designs and incorporation of features that would increase the energy efficiency of buildings as well as water use efficiency and reduction of runoff.
RTP/SCS G8	Encourage land use and growth patterns that facilitate transit and non-motorized transportation.	Consistent. The proposed Specific Plan would implement a TOD pattern throughout the Specific Plan area in order to provide higher density housing and employment uses proximate to regional transit and to increase pedestrian activity throughout the area.
Regional Comprehensive Plan and Guide		
GMC 3.04	Encourage local jurisdictions' efforts to achieve a balance between the types of jobs they seek to attract and housing prices.	Consistent. The proposed Specific Plan would result in an increase in jobs within Baldwin Park (through added mixed-use development that would include added commercial space) as well as provide a variety of new housing types to the area.
GMC 3.05	Encourage patterns of urban development and land use which reduce costs on infrastructure construction and make better use of existing facilities.	Consistent. The proposed Specific Plan involves infill development in an urban area already served by adequate public utilities and circulation systems. In addition, the proposed Specific Plan seeks to increase residential densities and commercial intensities in an area well-served by public transportation, thus increasing efficient use of existing infrastructure facilities, and reducing the need to expand or construct new infrastructure facilities (e.g., roadways).

TABLE 3.7-2 (continued)
CONSISTENCY OF PROPOSED PROJECT WITH SCAG POLICIES

Policy Number	Policy Text	Statement of Consistency or Non-Consistency
Regional Comprehensive Plan and Guide (cont.)		
GMC 3.05 (cont.)		The proposed Specific Plan would increase demand for public infrastructure; however, through the more efficient utilization of existing infrastructure and system upgrades, development of the proposed project would result in efficient infrastructure costs.
GMC 3.08	Encourage subregions to define an economic strategy to maintain the economic vitality of the subregion, including the development and use of marketing programs, and other economic incentives, which support the attainment of subregional goals and policies.	Consistent. The proposed Specific Plan would support the City of Baldwin Park's efforts toward economic revitalization of their Downtown area and the San Gabriel Valley subregion.
GMC 3.09	Support local jurisdictions' efforts to minimize the cost of infrastructure and public service delivery, and efforts to seek new sources of funding for development and the provision of services.	Consistent. The infill nature of the proposed Specific Plan provides for more efficient use of existing infrastructure. Upgrades to existing infrastructure, i.e., water lines, would minimize the need to expand infrastructure into areas where infrastructure is not currently provided.
GMC 3.10	Support local jurisdictions' actions to minimize red tape and expedite the permitting process to maintain economic vitality and competitiveness.	Consistent. This EIR will provide for streamlined CEQA process for future projects within the Specific Plan area by limiting additional CEQA review for projects that are already consistent with the Specific Plan.
GMC 3.11	Support provisions and incentives created by local jurisdictions to attract housing growth in job rich subregions and job growth in housing rich subregions.	Consistent. The proposed Specific Plan would provide new housing and job opportunities within the Downtown area and would assist Baldwin Park's efforts towards achieving a healthy job and housing balance. Housing for various income levels, as well as a variety of job types are provided for in the mix of uses allowed in the proposed Specific Plan. The plan allows for flexibility to respond to market demand in different housing and employment sectors.
GMC 3.12	Encourage existing or proposed local jurisdictions' programs aimed at designing land uses which encourage the use of transit and thus reduce the need for roadway expansion, reduce the number of auto trips and vehicle miles traveled and create opportunities for residents to walk and bike.	Consistent. The Specific Plan would better incorporate the Metrolink station into the Downtown area by establishing a pedestrian linkage. The Specific Plan would also increase the pedestrian amenities within Downtown Baldwin Park. Further, the mix of land uses permitted under the Specific Plan and the circulation improvements would encourage pedestrian, bicycle and transit access and usage.
GMC 3.13	Encourage local jurisdictions' plans that maximize the use of existing urbanized area accessible to transit through infill and redevelopment.	Consistent. The proposed Specific Plan would construct infill housing and new infill commercial uses near a Metrolink station and would provide for improved circulation between uses (including relocation of the Metrolink station) in such a way as to encourage transit and alternate modes of travel in general (including pedestrian and bicycle travel).
GMC 3.14	Support local plans to increase density of future development located at strategic points along the regional commuter rail, transit systems, and activity centers.	Consistent. The proposed Specific Plan would plan for high density housing and new commercial uses near a Metrolink station. See response to GMC 3.13. In addition, the Specific Plan would facilitate Metrolink use and transit commuting to jobs and other activities elsewhere in the region.

TABLE 3.7-2 (continued)
CONSISTENCY OF PROPOSED PROJECT WITH SCAG POLICIES

Policy Number	Policy Text	Statement of Consistency or Non-Consistency
Regional Comprehensive Plan and Guide (cont.)		
GMC 3.15	Support local jurisdictions' strategies to establish mixed-use clusters and other transit-oriented developments around transit stations and along transit corridors.	Consistent. The proposed Specific Plan would plan for mixed-use development near an existing Metrolink station and would encourage pedestrian movement and bicycle and transit usage.
GMC 3.16	Encourage development in and around activity centers, transportation corridors, underutilized infrastructure systems, and areas needing recycling and development.	Consistent. The proposed Specific Plan area is includes the Metrolink station and would make use of underutilized properties to redevelop the area with easy access to a Metrolink station.
GMC 3.17	Support and encourage settlement patterns which contain a range of urban densities.	Consistent. The proposed Specific Plan would increase the residential density and mixed use development in the Specific Plan area.
GMC 3.18	Encourage planned development in locations least likely to cause adverse environmental impact.	Consistent. The Specific Plan area is already developed and would not involve the conversion of undisturbed open space into urban uses and would not require the extension of infrastructure (i.e., new roads or utilities). Thus, development within the Specific Plan area is lease likely to cause adverse environmental impacts.
GMC 3.21	Encourage the implementation of measures aimed at the preservation and protection of recorded and unrecorded cultural resources and archaeological sites.	Consistent. As described in Chapter 3.3, Cultural Resources, the proposed Specific Plan project would preserve existing historic resources and this EIR includes mitigation measures to provide that impacts related to unrecorded archaeological sites would be avoided and reduced to less than significant.
GMC 3.22	Discourage development, or encourage the use of special design requirements, in areas with steep slopes, high fire, flood, and seismic hazards.	Consistent. The Specific Plan area is not in an area with steep slopes or high fire and flood hazards, and would follow the California Building Code's regulations regarding seismic hazard.
GMC 3.23	Encourage mitigation measures that reduce noise in certain locations, measures aimed at preservation of biological and ecological resources, measures that would reduce exposure to seismic hazards, minimize earthquake damage, and to develop emergency response and recovery plans.	Consistent. Applicable sections of this EIR propose mitigation measures to address these various issues.
GMC 3.24	Encourage the efforts of local jurisdictions in the implementation of programs that increase the supply and quality of housing and provide affordable housing as evaluated in the Regional Housing Needs Assessment.	Consistent. The proposed Specific Plan would increase the City of Baldwin Park's housing supply with high-quality residential development of varying densities and affordability levels.
GMC 3.26	Encourage employment development in job-poor localities through support of labor force retraining programs and other economic development measures.	Consistent. The proposed Specific Plan would introduce new jobs through planning for new mixed use development.
GMC 3.27	Support local jurisdictions and other service providers in their efforts to develop sustainable communities and provide, equally to all members of society, accessible and effective services such as: public education, housing, healthcare, social services, recreational facilities, law enforcement, and fire protection.	Consistent. The proposed Specific Plan involves infill development that would make better use of the land within Downtown Baldwin Park and would contribute the economic stability of Baldwin Park. In addition, the proposed Specific Plan would provide new housing opportunities that would be served by existing services.

TABLE 3.7-2 (continued)
CONSISTENCY OF PROPOSED PROJECT WITH SCAG POLICIES

Policy Number	Policy Text	Statement of Consistency or Non-Consistency
Regional Comprehensive Plan and Guide (cont.)		
OSC[i] 9.1	Provide adequate land resources to meet the outdoor recreation needs of the present and future residents in the region and to promote tourism in the region.	Consistent. The proposed Specific Plan area includes existing parkland and implementation of the Plan would provide for development of a new civic plaza to provide more facilities to meet the outdoor recreation needs of City residents.
OSC 9.6	Minimize public expenditure for infrastructure and facilities to support urban type uses in areas where public health and safety could not be guaranteed.	Consistent. The proposed Specific Plan area can safely support the type of development that would occur under implementation of the Specific Plan.
WQ 11.07	Encourage water reclamation throughout the region where it is cost-effective, feasible, and appropriate to reduce reliance on imported water and wastewater discharges. Current administrative impediments to increased use of wastewater should be addressed.	Consistent. Landscaping throughout the Specific Plan area would be irrigated using reclaimed water, where available, and the proposed Specific Plan includes water conservation and efficiency standards.
Compass Growth Vision and 2 Percent Strategy		
GV P1.1	Encourage transportation investments and land use decisions that are mutually supportive.	Consistent. The Specific Plan proposes infill development opportunities near the Metrolink station and a pedestrian connection to that station.
GV P1.2	Locate new housing near existing jobs and new jobs near existing housing.	Consistent. The proposed Specific Plan would include opportunities for both new jobs and new housing, and mixed use development within the employment core of the City.
GV P1.3	Encourage transit-oriented development.	Consistent. The proposed Specific Plan is a TOD proposal that would include a mixed-use development adjacent to an already existing Metrolink station.
GV P1.4	Promote a variety of travel choices.	Consistent. The proposed Specific Plan would include road improvements, better pedestrian amenities, and increased pedestrian and bicycle connections to the Metrolink station to provide a variety of travel choices.
GV P2.1	Promote infill development and redevelopment to revitalize existing communities.	Consistent. The proposed Specific Plan would increase the density of the area by providing opportunities for infill development of areas that are currently underutilized.
GV P2.2	Promote developments that provide a mix of uses.	Consistent. The proposed Specific Plan provides for mixed-use infill development that would include residential buildings with ground-floor retail or office buildings with ground-floor retail.
GV P2.3	Promote “people scaled,” walkable communities.	Consistent. The proposed Specific Plan includes provision of pedestrian amenities, including walkways linking a variety of land uses with the goal of making the Specific Plan area “walkable.” The proposed Specific Plan would provide a variety of land uses that are easily accessible to the Metrolink station, from where residents, employees and visitors would be able to walk to housing, jobs, shopping, and businesses.

TABLE 3.7-2 (continued)
CONSISTENCY OF PROPOSED PROJECT WITH SCAG POLICIES

Policy Number	Policy Text	Statement of Consistency or Non-Consistency
Compass Growth Vision and 2 Percent Strategy (cont.)		
GV P2.4	Support the preservation of stable, single-family neighborhoods.	Consistent. The Specific Plan area is located in areas dominated by commercial uses with small pockets of single-family residential uses that are located on the fringes of residential areas, adjacent to commercial uses. The existing zoning of these areas, Garden Multi-Family Residential, would remain the same upon adoption of the proposed project (see Figure 2-6, Proposed Zoning, in Chapter 2, *Project Description*). While this zoning allows for higher density residential development, it also allows for the existing single-family uses to remain. Therefore, the proposed project would not disrupt a stable, single-family neighborhood.
GV P3.1	Provide, in each community, a variety of housing types to meet the housing needs of all income levels.	Consistent. The proposed Specific Plan would provide for the increase of housing options within Baldwin Park.
GV P3.4	Support local and state fiscal policies that encourage balanced growth.	Consistent. The proposed Specific Plan would provide TOD with infill development and would be consistent with the economic development goals of the Baldwin Park General Plan to foster balanced growth. The residential population that would result under the Specific Plan would also be within SCAG projections for Baldwin Park (see Section 3.9, *Population and Housing*, of this EIR).
GV P4.2	Focus development in urban centers and existing cities.	Consistent. The proposed Specific Plan would provide for mixed use infill development to be within the already developed Downtown area of Baldwin Park, which would enhance the existing urban center of the City.
GV P4.3	Develop strategies to accommodate growth that uses resources efficiently, eliminates pollution, and significantly reduces waste.	Consistent. The proposed Specific Plan would provide for mixed-use development in the vicinity of a Metrolink station and provide a pedestrian connection to the station, which would decrease the need for vehicular travel.
GV P4.4	Utilize “green” development techniques.	Consistent. The proposed Specific Plan includes sustainability measures that encourage the use of green building and energy efficient building techniques.

Baldwin Park General Plan

The proposed Specific Plan would involve infill development and redevelopment of underutilized parcels within walking distance to the existing Metrolink station. The Specific Plan includes rezoning and amending General Plan land uses of specific parcels within the project area to introduce a transit-oriented development pattern to the area. As summarized in Table 2-5 in Chapter 2, Project Description, the proposed Specific Plan would change the General Plan land uses on a very small portion (approximately 5.7 acres) of the Specific Plan area. Overall, development allowed by the proposed Specific Plan would be consistent with the existing land use designations in the Downtown area. In addition, the proposed Specific Plan project would be consistent with the General Plan policies for the Downtown area, including the creation of a pedestrian district with a 24-hour presence, providing a mix of multi-family and commercial uses, and providing a pedestrian link with the Metrolink platform and City Hall (see **Table 3.7-3**, below).

TABLE 3.7-3
CONSISTENCY OF PROPOSED PROJECT WITH BALDWIN PARK 2020 GENERAL PLAN POLICIES

Policy #	Policy Text	Consistency Statement
Land Use Element		
Balanced Development in Baldwin Park		
1.1	Provide opportunities for housing development at a range of densities and housing types that accommodate the varied interests and needs of present and future residents.	Consistent. The proposed Specific Plan would introduce a variety of housing in the Specific Plan area that would include medium- and high-density housing.
1.4	Create opportunities for two different levels of commercial development: (1) commercial uses that meet the retail and service needs of local resident and employee populations, and (2) regional-serving retail commercial businesses that capture revenues from a broader population base.	Consistent. The proposed Specific Plan would involve development of neighborhood-serving retail. In addition, the proposed Specific Plan targets commercially zoned areas such as the northwest corner of Ramona and Baldwin Park Boulevards as areas where lifestyle centers could be developed that would attract both local and regional shoppers.
1.6	Encourage mixed-use development of residential, retail, and commercial uses in Downtown and along the North Maine Avenue corridor as defined in the Land Use Policy Map and under the Mixed Use designation.	Consistent. The proposed Specific Plan would provide new mixed-use development throughout Downtown.
Compatible and Complementary Development		
2.5	Require that multi-family, commercial and industrial development provide adequate buffers (such as decorative walls and landscaped setbacks) at the designated boundaries with adjacent uses to prevent impacts on residences due to noise, traffic, parking, light and glare, and differences in scale; to ensure privacy; and to provide visual compatibility.	Consistent. The proposed Specific Plan includes design standards that include setbacks, and each project within the Specific Plan area would implement the required buffers to ensure that impacts on residences are minimized.
Revitalization and Deteriorating Uses		
3.1	Encourage and continue use of redevelopment activities, including provision of incentives for private development, joint public-private partnerships, and public improvements, in designated Redevelopment Project Areas.	Consistent. The proposed Specific Plan provides for redevelopment within the Downtown area.
3.2	Provide development incentives to facilitate the consolidation of individual parcels along the City's commercial corridors and in industrial districts.	Consistent. The proposed Specific Plan includes consolidation of parcels to enhance the commercial and residential uses in the Specific Plan area.

Policy #	Policy Text	Consistency Statement
3.4	Encourage rehabilitation of existing commercial facades and signage.	Consistent. The proposed Specific Plan includes façade and signage design guidelines that would be used to enhance the facades of new development as well as existing development.
3.7	As part of the neighborhood beautification effort, provide street trees and landscaping in the public rights-of-way.	Consistent. The proposed Specific Plan contains a streetscape program, including landscaping recommendations along all public rights-of-way.
Focus Area: Downtown/Metrolink		
8.1	Provide for a mix of commercial and multi-family residential uses up to 30 units/acre to create 24-hour activity in the Downtown. Allow mixed-use development to consist of vertical integration of commercial and residential uses, as well as mixed uses side by side, on a lot-by-lot basis.	Consistent. The proposed Specific Plan would provide for a maximum density of 30 units per acre of residential development in some areas. The project proposes mixed-use development at a density sufficient to create a mixed-use environment consisting of commercial and multi-family residential uses that would help create a 24-hour community, and would vertically integrate residential above commercial development.
8.2	Define Downtown as a pedestrian overlay zone, and require that new uses and buildings enhance pedestrian activity (refer to techniques outlined in Policy 3.1 of the Urban Design Element)	Consistent. The proposed Specific Plan would implement a pedestrian network throughout the Specific Plan area and would include landscaped pathways and pedestrian amenities.
8.3	Prohibit the use of areas between the sidewalk and a building within the pedestrian orientation zone for parking.	Consistent. All sidewalks throughout the Specific Plan area would be adjacent to the buildings.
8.4	Encourage the development of outdoor cafes, flower sales, stalls or kiosks, and other uses which are compatible with and stimulate pedestrian activity.	Consistent. The proposed Specific Plan would allow for outdoor cafes and other kiosks.
8.5	Restrict non-pedestrian friendly uses (e.g., offices) to 25 percent of the ground floor of any block in this zone.	Consistent. The proposed Specific Plan may involve development of office space, but not at a greater ratio than 25 percent of the ground floor area of any block within the Downtown/Metrolink Focus Area.
8.6	Provide an area for limited commercial uses immediately south of the Metrolink platform and adjacent to the Park and Ride area directed towards serving Metrolink riders. Establish a pedestrian bridge between the Metrolink platform and Downtown.	Consistent. The proposed Specific Plan would include commercial uses near the Metrolink station.
8.7	Create an active “paseo” in the courtyard of City Hall. Provide pedestrian connections to Downtown.	Consistent. The proposed Specific Plan would provide many new pedestrian connections throughout Downtown, including more direct pedestrian connections with City Hall as well as a new civic plaza across from City Hall.
8.8	Pursue redesign of automobile-oriented shopping centers on Maine Avenue (Albertson’s Center and Maine Avenue Marketplace) to orient some commercial uses towards Maine Avenue, and provide direct pedestrian access off Maine.	Consistent. The proposed Specific Plan would involve development of mixed use development along Maine Avenue that would orient the buildings towards the street, as well as placing them next to the street, and parking would be located behind the buildings.
8.9	Work in conjunction with Chamber of Commerce to attract family-oriented entertainment uses to the Downtown, such as an arcade for youth, bowling, skating rink, etc.	Consistent. The proposed Specific Plan would allow for and encourage retail uses that could include a cinema and other family-oriented uses.
8.11	Pursue development of a Specific Plan for the Downtown to provide further direction on the precise land use, circulation and public improvement plan for the area.	Consistent. The proposed project includes creation of a Specific Plan for the Downtown area in order to guide land use development and related circulation and public improvement plans.

Policy #	Policy Text	Consistency Statement
Urban Design Element		
Downtown		
3.1	Define Downtown as a pedestrian-overlay zone and require that new uses and buildings enhance pedestrian activity through the use of: • Walls which are aesthetically treated by the use of color, textured materials, offset planes, recessed entries and windows, columns, and other architectural details to provide visual interest to pedestrians. • Extensive landscaping, including trees, flowering shrubs and groundcover. • Pedestrian amenities, such as street furniture, trash receptacles, and signage oriented to the pedestrian. • Design amenities related to the street level, such as awnings, colonnades, arcades and paseos. • Visual access to the interior of buildings.	Consistent. The proposed project involves creation of a Specific Plan that includes an extensive new pedestrian network throughout Downtown, as well as a detailed streetscape program that identifies tree types and other greenery and street furniture to be placed on each street.

City of Baldwin Park Zoning Ordinance

The proposed project would establish development regulations that would be largely consistent with current zoning ordinance requirements. The proposed project would result in the reclassification of a few parcels that would be more consistent with the vision for the area established under the General Plan, which involve the establishment of a mixed-use area with enhanced pedestrian amenities to take greater advantage of the area's proximity to regional transit opportunities. By comparison, the existing zoning regulations do not fully meet the purpose and intent of the General Plan or other regional planning principles. As the purpose of zoning regulations is to implement city and county plans and planning concepts, the proposed regulations would result in less than significant impacts related to consistency with plans and policies that have been adopted to avoid or mitigate environmental effects.

Mitigation: No mitigation required

Significance Determination: Less than significant

Cumulative Impacts

The cumulative study area for land use and planning include all areas within the City of Baldwin Park and areas within the City of Irwindale that are adjacent to the Specific Plan area. The Specific Plan area is a developed, urban area that contains a mix of uses, including commercial, residential, public facilities, and office uses. The Specific Plan proposes to rezone and amend General Plan land uses of specific parcels within the project area to introduce a transit-oriented development pattern to the area. The modifications to land uses by implementation of the proposed Specific Plan are consistent with the existing residential, commercial, and public land uses; and consistent with the related projects in the cumulative study area that are listed on Table

2-6, in Section 2.0 *Project Description*, which consist of infill and redevelopment of existing land uses that would provide new residential and commercial development. As described throughout this section, the proposed Specific Plan is consistent with applicable regulations and policies of the General Plan and other regional plans.

The contribution of the proposed Specific Plan land uses and the cumulative planned developments, which are similar in nature, would not result in incompatible uses in an established community. Similar to the proposed Specific Plan, the related projects represent orderly, contiguous, and largely infill development that would reinforce the existing urban and developed character of the area. Because development provided by the Specific Plan would be consistent with uses in the surrounding area, adverse cumulative impacts related to land use and planning would not occur. Therefore, the proposed Specific Plan would not result in a cumulatively considerable contribution to any land use impacts.

Significance Determination: Less than cumulatively considerable

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References – Land Use

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, May, 2012.

Southern California Association of Governments, *Draft Regional Comprehensive Plan and Guide*, 2008.

Southern California Association of Governments, Compass Blueprint, http://www.compassblueprint.org, accessed November, 2014.

Southern California Association of Governments, *Regional Transportation Plan 2012-2035/Sustainable Communities Strategy*, adopted April, 2012.

3.8 Noise and Vibration

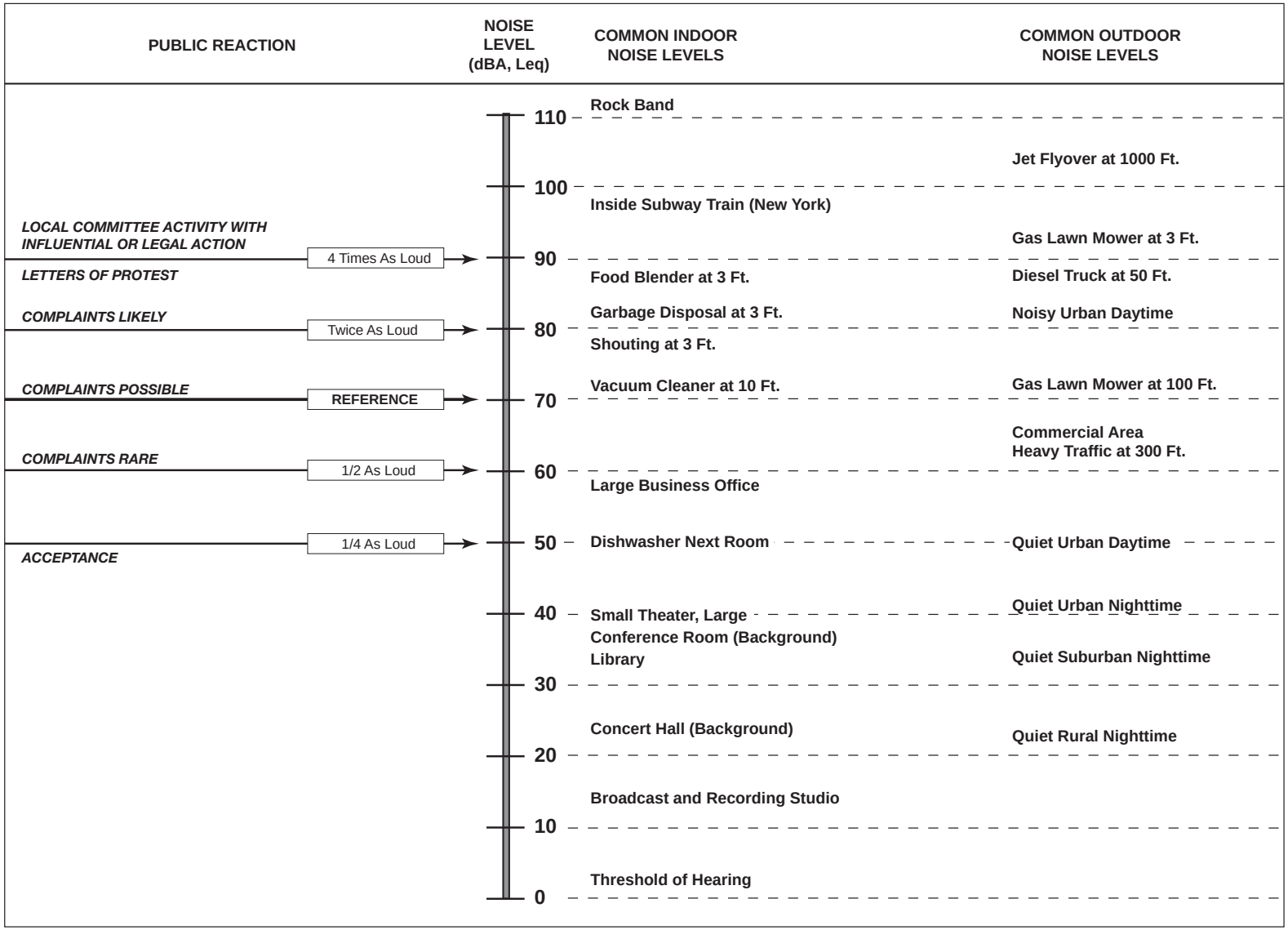
This section evaluates the potential for noise and groundborne vibration impacts to result from implementation of the proposed Specific Plan. This includes the potential for developments occurring in the Specific Plan area to result in impacts associated with a substantial temporary and/or permanent increase in ambient noise levels in the vicinity of the project site; exposure of people in the vicinity of the project site to excessive noise and groundborne vibration levels; and whether this exposure is in excess of standards established in the local general plan or noise ordinance. Finally, mitigation measures intended to reduce impacts to noise and vibration are proposed, where appropriate, to avoid or reduce significant impacts of the proposed Specific Plan.

Data used to prepare this analysis were obtained from the City of Baldwin Park General Plan, the City of Baldwin Park Municipal Code, and by measuring and modeling existing and future noise levels at the Specific Plan area and the surrounding land uses. Traffic information contained in the *City of Baldwin Park Downtown TOD Specific Plan Traffic Study* (**Appendix D**) was used to prepare the noise modeling of traffic noise exposure.

Noise Principles and Descriptors

Noise is generally defined as unwanted sound. Sound, traveling in the form of waves from a source, exerts a sound pressure level (referred to as sound level) that is measured in decibels (dB), which is the standard unit of sound amplitude measurement. The dB scale is a logarithmic scale that describes the physical intensity of the pressure vibrations that make up any sound, with 0 dB corresponding roughly to the threshold of human hearing and 120 to 140 dB corresponding to the threshold of pain. Pressure waves traveling through air exert a force registered by the human ear as sound.

The typical human ear is not equally sensitive to all frequencies of the audible sound spectrum. As a consequence, when assessing potential noise impacts, sound is measured using an electronic filter that deemphasizes the frequencies below 1,000 Hz and above 5,000 Hz in a manner corresponding to the human ear's decreased sensitivity to extremely low and extremely high frequencies. This method of frequency weighting is referred to as A-weighting and is expressed in units of A-weighted decibels (dBA). A-weighting follows an international standard methodology of frequency deemphasis and is typically applied to community noise measurements. Some representative noise sources and their corresponding A-weighted noise levels are shown in **Figure 3.8-1**.



SOURCE: ESA

Figure 3.8-1
Effects of Noise on People

Noise Exposure and Community Noise

An individual's noise exposure is a measure of noise over a period of time. A noise level is a measure of noise at a given instant in time. The noise levels presented in Figure 3.8-1 are representative of measured noise at a given instant in time; however, they rarely persist consistently over a long period of time. Rather, community noise varies continuously over a period of time with respect to the contributing sound sources of the community noise environment. Community noise is primarily the product of many distant noise sources, which constitute a relatively stable background noise exposure, with the individual contributors unidentifiable. The background noise level changes throughout a typical day, but does so gradually, corresponding with the addition and subtraction of distant noise sources such as traffic. What makes community noise variable throughout a day, besides the slowly changing background noise, is the addition of short-duration, single-event noise sources (e.g., aircraft flyovers, motor vehicles, sirens), which are readily identifiable to the individual.

These successive additions of sound to the community noise environment change the community noise level from instant to instant, requiring the measurement of noise exposure over a period of time to legitimately characterize a community noise environment and evaluate cumulative noise impacts. This time-varying characteristic of environmental noise is described using statistical noise descriptors. The most frequently used noise descriptors are summarized below:

L_{eq}: The L_{eq}, or equivalent sound level, is used to describe noise over a specified period of time in terms of a single numerical value; the L_{eq} of a time-varying signal and that of a steady signal are the same if they deliver the same acoustic energy over a given time. The L_{eq} may also be referred to as the average sound level.

L_{max}: The maximum, instantaneous noise level experienced during a given period of time.

L_{min}: The minimum, instantaneous noise level experienced during a given period of time.

L_x: The noise level exceeded a percentage of a specified time period. The "x" represents the percentage of time a noise level is exceeded. For instance, L_{50} and L_{90} represents the noise levels that are exceeded 50 percent and 90 percent of the time, respectively.

L_{dn}: Also termed the day-night average noise level (DNL), the L_{dn} is the average A-weighted noise level during a 24-hour day, obtained after an addition of 10 dBA to measured noise levels between the hours of 10:00 pm to 7:00 am to account nighttime noise sensitivity.

CNEL: CNEL, or Community Noise Equivalent Level, is the average A-weighted noise level during a 24-hour day that is obtained after an addition of 5 dBA to measured noise levels between the hours of 7:00 pm to 10:00 pm and after an addition of 10 dBA to noise levels between the hours of 10:00 pm to 7:00 am to account for noise sensitivity in the evening and nighttime, respectively.

Effects of Noise on People

Noise is generally loud, unpleasant, unexpected, or undesired sound that is typically associated with human activity that is a nuisance or disruptive. The effects of noise on people can be placed into four general categories:

- Subjective effects (e.g., dissatisfaction, annoyance)
- Interference effects (e.g., communication, sleep, and learning interference)
- Physiological effects (e.g., startle response)
- Physical effects (e.g., hearing loss)

Although exposure to high noise levels has been demonstrated to cause physical and physiological effects, the principal human responses to typical environmental noise exposure are related to subjective effects and interference with activities. Interference effects of environmental noise refer to those effects that interrupt daily activities and include interference with human communication activities, such as normal conversations, watching television, telephone conversations, and interference with sleep. Sleep interference effects can include both awakening and arousal to a lesser state of sleep. With regard to the subjective effects, the responses of individuals to similar noise events are diverse and are influenced by many factors, including the type of noise, the perceived importance of the noise, the appropriateness of the noise to the setting, the duration of the noise, the time of day and the type of activity during which the noise occurs, and individual noise sensitivity.

Overall, there is no completely satisfactory way to measure the subjective effects of noise, or the corresponding reactions of annoyance and dissatisfaction on people. A wide variation in individual thresholds of annoyance exists, and different tolerances to noise tend to develop based on an individual's past experiences with noise. Thus, an important way of predicting a human reaction to a new noise environment is the way it compares to the existing environment to which one has adapted (i.e., comparison to the ambient noise environment). In general, the more a new noise level exceeds the previously existing ambient noise level, the less acceptable the new noise level will be judged by those hearing it. With regard to increases in A-weighted noise level, the following relationships generally occur:

- Except in carefully controlled laboratory experiments, a change of 1 dBA cannot be perceived.
- Outside of the laboratory, a 3 dBA change in noise levels is considered to be a barely perceivable difference.
- A change in noise levels of 5 dBA is considered to be a readily perceivable difference.
- A change in noise levels of 10 dBA is subjectively heard as doubling of the perceived loudness.

These relationships occur in part because of the logarithmic nature of sound and the decibel system. The human ear perceives sound in a non-linear fashion, hence the decibel scale was developed. Because the decibel scale is based on logarithms, two noise sources do not combine in a simple additive fashion, but rather logarithmically. For example, if two identical noise sources produce noise levels of 50 dBA, the combined sound level would be 53 dBA, not 100 dBA.

Noise Attenuation

Stationary point sources of noise, including stationary mobile sources such as idling vehicles, attenuate (lessen) at a rate between 6 dBA for hard sites and 7.5 dBA for soft sites for each doubling of distance from the reference measurement. Hard sites are those with a reflective surface between

the source and the receiver, such as asphalt or concrete surfaces or smooth bodies of water. No excess ground attenuation is assumed for hard sites and the changes in noise levels with distance (drop-off rate) is simply the geometric spreading of the noise from the source. Soft sites have an absorptive ground surface such as soft dirt, grass, or scattered bushes and trees. In addition to geometric spreading, an excess ground attenuation value of 1.5 dBA (per doubling distance) is normally assumed for soft sites. Line sources (such as traffic noise from vehicles) attenuate at a rate between 3 dBA for hard sites and 4.5 dBA for soft sites for each doubling of distance from the reference measurement (Caltrans, 1998).

Fundamentals of Vibration

As described in the Federal Transit Administration's (FTA) *Transit Noise and Vibration Impact Assessment* (FTA, 2006), ground-borne vibration can be a serious concern for nearby neighbors of a transit system route or maintenance facility, causing buildings to shake and rumbling sounds to be heard. In contrast to airborne noise, ground-borne vibration is not a common environmental problem. It is unusual for vibration from sources such as buses and trucks to be perceptible, even in locations close to major roads. Some common sources of ground-borne vibration are trains, buses on rough roads, and construction activities such as blasting, pile-driving, and operation of heavy earth-moving equipment.

There are several different methods that are used to quantify vibration. The peak particle velocity (PPV) is defined as the maximum instantaneous peak of the vibration signal. The PPV is most frequently used to describe vibration impacts to buildings. The root mean square (RMS) amplitude is most frequently used to describe the effect of vibration on the human body. The RMS amplitude is defined as the average of the squared amplitude of the signal. Decibel notation (VdB) is commonly used to measure RMS. The relationship of PPV to RMS velocity is expressed in terms of the "crest factor," defined as the ratio of the PPV amplitude to the RMS amplitude. Peak particle velocity is typically a factor of 1.7 to 6 times greater than RMS vibration velocity (FTA, 2006). The decibel notation acts to compress the range of numbers required to describe vibration. Typically, ground-borne vibration generated by man-made activities attenuates rapidly with distance from the source of the vibration. Sensitive receptors for vibration include structures (especially older masonry structures), people (especially residents, the elderly, and sick), and vibration sensitive equipment.

The effects of ground-borne vibration include movement of the building floors, rattling of windows, shaking of items on shelves or hanging on walls, and rumbling sounds. In extreme cases, the vibration can cause damage to buildings. Building damage is not a factor for most projects, with the occasional exception of blasting and pile-driving during construction. Annoyance from vibration often occurs when the vibration levels exceed the threshold of perception by only a small margin. A vibration level that causes annoyance will be well below the damage threshold for normal buildings. The FTA measure of the threshold of architectural damage for conventional sensitive structures is 0.2 in/sec PPV (FTA, 2006).

In residential areas, the background vibration velocity level is usually around 50 VdB (approximately 0.0013 in/sec PPV). This level is well below the vibration velocity level threshold of perception for humans, which is approximately 65 VdB. A vibration velocity level of 75 VdB

is considered to be the approximate dividing line between barely perceptible and distinctly perceptible levels for many people (FTA, 2006).

3.8.1 Environmental Setting

Existing Ambient Daytime Noise Levels

Sources of noise in the City of Baldwin Park are typical of those found in other urban developed areas include, but not limited to, traffic, construction work, commercial operations, human activities, emergency vehicles, aircraft overflights, etc. The noise environment in the Specific Plan area is dominated by transportation-related sources, including traffic on the local roadway network and the activity of Metrolink trains. As described in the City's General Plan Noise Element, traffic noise on surface streets is a significant source of noise within the community (City of Baldwin Park, 2002). Within the Specific Plan area, major roadways that have been identified in the City's General Plan Noise Element as carrying substantial traffic volumes include Ramona Boulevard, Badillo Street, Baldwin Park Boulevard, Pacific Avenue, and Maine Avenue.

The Baldwin Park Metrolink station serves the San Bernardino line, with as many as 38 Metrolink passenger trains and four Union Pacific Railroad (UPRR) freight trains running through the station daily. These trains can run 24 hours a day for seven days a week (Metrolink, 2015). The San Bernardino Metrolink line connects Union Station in Downtown Los Angeles with San Bernardino. According to the City, the Metrolink line is a major noise source in the City, with passing trains generating noise levels up to 88.5 dBA at 100 feet, and passing train horn noise levels measuring as high as 99.2 dBA at 100 feet (City of Baldwin Park, 2002).

In order to characterize ambient noise conditions in the Specific Plan area, a total of eight short-term noise level measurements were conducted on November 19, 2014, from 2:53 pm to 6:53 pm, at various locations throughout the Specific Plan area to provide a representative sample of daytime noise conditions. In addition, two long-term (24-hour) noise level measurements were also conducted on November 20, 2014 in the vicinity of the Metrolink line to provide noise data on the existing noise environment near this transportation noise source. One long-term noise measurement location was next to Ramona Boulevard, approximately 180 feet northwest of the Metrolink line; and the other long-term noise measurement location was next to Bogart Avenue, approximately 78 feet northwest of the Metrolink line. The noise surveys were conducted using Metrosonics Model db-3080 sound level meters, which were calibrated prior to use to ensure the accuracy of the measurements. The results of the long-term and short-term noise measurements are shown in **Tables 3.8-1** and **3.8-2**, respectively. The measurement locations are identified in **Figure 3.8-2**.

TABLE 3.8-1
SUMMARY OF LONG-TERM NOISE MEAUREMENTS

Location	Dates	CNEL dBA	L_{max} dBA	Noise Sources
1. 14617 Ramona Boulevard	11/20/14 – 11/21/14	75.0	102.8 (11/20/14 at 10:54 P.M.)	Likely rail and road noises. Unattended noise measurements do not specifically identify noise sources.

Location	Dates	CNEL dBA	L_{max} dBA	Noise Sources
2. Across Bogart Avenue from Metrolink rail line	11/20/14 – 11/21/14	75.2	110.4 (11/20/14 at 10:55 P.M.)	Likely rail and road noises. Unattended noise measurements do not specifically identify noise sources.

TABLE 3.8-2
SUMMARY OF SHORT-TERM NOISE MEASURMENTS

Location	Date and Time Period	L_{eq} dBA	L_{max} dBA	Noise Sources
1. 4031 La Rica Avenue.	11/19/14 02:53 – 03:08 P.M.	64.4	86.1	Traffic on La Rica Avenue; pedestrians walking by; vehicles entering alleyway adjacent to noise monitor; vehicles accessing retail strip across the street.
2. Adjacent to Baldwin Park Community Center and across the street from Baldwin Park Library.	11/19/14 03:15 – 03:30 P.M.	64.5	80.0	Traffic on Baldwin Park Boulevard; pedestrians walking by; aircrafts overhead.
3. Adjacent to U.S. Post Office off of Maine Avenue	11/19/14 03:40 – 03:55 P.M.	63.7	85.6	Vehicles in post office parking lot; traffic on Maine Avenue and Palmrose Street; post office patrons opening and closing car doors; ambulance truck driving by with sirens.
4. Adjacent to single-family residence fronting Downing Avenue	11/19/14 04:01 – 04:16 P.M.	75.8	100.4	Traffic on Ramona Boulevard, Alderson Avenue, and Downing Avenue; car with loud muffler; rail signal sounding; train horn sounding.
5. Adjacent to surface parking lot off of Central Avenue	11/19/14 05:24 – 05:39 P.M.	62.7	81.6	Traffic on Central Avenue; ambient traffic noise from Downing Avenue; property gates opening; train horn sounding from afar; skateboarders; dogs barking; overhead helicopter.
6. Adjacent to multi-family residential building at intersection of Downing Avenue and Chevalier Avenue	11/19/14 05:47 – 06:02 P.M.	63.4	86.7	Traffic on Downing Avenue and Chevalier Avenue; residents talking from afar; dogs barking in background; police sirens from afar; rail signal sounds followed by train noise.
7. Baldwin Park United Methodist Church	11/19/14 06:13 – 06:28 P.M.	61.7	71.0	Traffic on Maine Avenue.
8. Adjacent to multi-family residential building near intersection of Sterling Way and Baldwin Park Boulevard.	11/19/14 06:38 – 06:53 P.M.	57.6	71.2	Traffic on Baldwin Park Boulevard and Sterling Way; train horns in the background; car sounding alarm; pedestrians talking on Baldwin Park Boulevard; helicopter overhead; dog barking in background.



SOURCE: ESRI

Baldwin Park Downtown TOD Specific Plan Project . 130953

Figure 3.8-2

Noise Monitoring Locations

Existing Roadway Noise Levels

Existing roadway noise levels were calculated for 60 roadway segments located within and in proximity to the Specific Plan area. The roadway segments selected for analysis are considered to be those that are expected to be most directly impacted by project-related traffic; which, for the purpose of this analysis, includes the roadways that are located within and immediately adjacent to the Specific Plan area. These roadways, when compared to roadways located further away from the Specific Plan area, would experience the greatest percentage increase in traffic generated by buildout under the Specific Plan.

Calculation of the existing roadway noise levels was accomplished using the Federal Highway Administration Highway Noise Prediction Model (FHWA-RD-77-108) and traffic volumes at the study intersections analyzed in the project's traffic study. The model calculates the average noise level at specific locations based on traffic volumes, average speeds, and site environmental conditions. The average daily noise levels along these roadway segments are presented in **Table 3.8-3**.

TABLE 3.8-3
EXISTING ROADWAY NOISE LEVELS

Roadway	Roadway Segment	dBA CNEL[a]
Ramona Boulevard	West of Merced Avenue	69.4
	East of Merced Avenue	69.2
	West of Stewart Avenue	69.1
	East of Stewart Avenue	69.0
	West of Baldwin Park Boulevard	69.6
	East of Baldwin Park Boulevard	68.8
	West of Cesaer Chavez Drive	68.9
	East of Cesaer Chavez Drive	68.7
	West of Maine Avenue	68.9
	East of Maine Avenue	68.6
	West of Bogart Avenue	67.9
	East of Bogart Avenue	68.3
	West of Downing Avenue	68.2
	East of Downing Avenue	68.4
	West of Badillo Street	68.4
	North of Badillo Street	62.1
Badillo Street	West of Puente Avenue	69.0
	East of Puente Avenue	68.4
Los Angeles Street	West of Maine Avenue	68.1
	East of Maine Avenue	67.1
Clark Street	West of Maine Avenue	59.6
	East of Maine Avenue	58.7
Palmrose Street	East of Maine Avenue	52.7
Bogart Avenue	East of Pacific Avenue	54.7
Downing Avenue	West of Pacific Avenue	49.3
	East of Pacific Avenue	57.1

Roadway	Roadway Segment	dBA CNEL[a]
Big Dalton Avenue	West of Pacific Avenue	57.0
	East of Pacific Avenue	41.3
Baldwin Park Boulevard	West of Merced Avenue	68.5
	East of Merced Avenue	68.7
Merced Avenue	North of Ramona Boulevard	64.3
	South of Ramona Boulevard	64.4
	North of Baldwin Park Boulevard	64.8
	South of Baldwin Park Boulevard	66.1
Stewart Avenue	North of Ramona Boulevard	58.9
	South of Ramona Boulevard	57.7
Baldwin Park Boulevard	North of Ramona Boulevard	67.9
	South of Ramona Boulevard	68.1
Cesaer Chavez Drive	North of Ramona Boulevard	55.1
Maine Avenue	North of Los Angeles Street	66.7
	South of Los Angeles Street	64.0
	North of Clark Street	63.9
	South of Clark Street	64.0
	North of Palmrose Street	64.1
	South of Palmrose Street	64.0
	North of Ramona Boulevard	63.9
	South of Ramona Boulevard	64.0
Pacific Avenue	North of Bogart Avenue	69.1
	South of Bogart Avenue	69.1
	North of Downing Avenue	69.1
	South of Downing Avenue	69.1
	North of Big Dalton Avenue	69.0
	South of Big Dalton Avenue	68.9
Bogart Avenue	North of Ramona Boulevard	57.7
	South of Ramona Boulevard	53.5
Downing Avenue	North of Ramona Boulevard	53.6
	South of Ramona Boulevard	55.2
Lozano Drive	South of Ramona Boulevard	47.6
Puente Avenue	North of Badillo Street	58.0
	South of Badillo Street	61.4

[a] Values represent noise levels at 50 feet from the centerline of each roadway.

TRAFFIC INFORMATION SOURCE: The Mobility Ground, 2014.
TABLE SOURCE: ESA, 2015. Calculation data and results provided in Appendix D.

Existing Groundborne Vibration Levels

As described previously, some common sources of ground-borne vibration include trains, buses on rough roads, and construction activities such as blasting, pile-driving, and operation of heavy earth-moving equipment. Within the Specific Plan area, passenger trains associated with the San Bernardino Metrolink Line passes by the Baldwin Park Metrolink Station on a daily basis. As described in the FTA's *Transit Noise and Vibration Impact Assessment* (FTA, 2006), locomotive-powered passenger trains traveling at 50 miles per hour (mph) can generate vibration levels up to approximately 84.5 VdB (0.067 in/sec PPV) at 50 feet from the track centerline. However, it should be noted that this vibration level represents the upper range of measurement data collected by FTA from well-maintained systems (FTA, 2006). Additionally, aside from periodic construction work that may occur throughout the City, the only other sources of groundborne vibration in the Specific Plan area and vicinity are heavy-duty vehicular travel (e.g., refuse trucks, delivery trucks, and transit buses) on local roadways. Trucks and buses traveling at a distance of 50 feet typically generate groundborne vibration velocity levels of around 63 VdB (approximately 0.006 in/sec PPV), and these levels could reach 72 VdB (approximately 0.016 in/sec PPV) where trucks pass over bumps in the road (FTA, 2006). In terms of PPV levels, a heavy-duty vehicle traveling at a distance of 50 feet can result in a vibration level of approximately 0.001 inch per second.

Sensitive Receptors

People in residences, motels and hotels, schools, libraries, churches, hospitals, nursing homes, auditoriums, natural areas, parks and outdoor recreation areas are generally more sensitive to noise than are people at commercial and industrial establishments. Consequently, the noise standards for sensitive land uses are more stringent than for those at less sensitive uses.

The nearest sensitive receptors are the single- and multi-family residences surrounding the Specific Plan area, as well as some single- and multi-family residences that are located within the Specific Plan area boundaries along the segments of Bogart Avenue (north of Ramona Boulevard), Downing Avenue (south of Ramona Boulevard), and Pacific Avenue (south of Ramona Boulevard). As discussed previously, while there are no public schools in the Specific Plan area, the Central Elementary School and Baldwin Park High School are located approximately 0.25 mile to the southeast of the Specific Plan area, and the Vineland Elementary School is located approximately 0.25 mile to the south. Furthermore, churches that are located adjacent to the Specific Plan boundaries include the First Christian Church, located at 4161 Baldwin Park Boulevard, and the Baldwin Park United Methodist Church, located at 3970 Maine Avenue. The proposed Specific Plan itself would also introduce sensitive receptors (e.g., residential uses) within the Specific Plan area.

3.8.2 Regulatory Setting

Federal, state, and local agencies regulate different aspects of environmental noise. Federal and state agencies generally set noise standards for mobile sources such as aircraft and motor vehicles, while regulation of stationary sources is left to local agencies. Local regulation of noise involves implementation of general plan policies and noise ordinance standards. Local general

plans identify general principles intended to guide and influence development plans; local noise ordinances establish standards and procedures for addressing specific noise sources and activities. Detailed below is a discussion of the relevant regulatory setting and noise regulations, plans, and policies.

Federal Noise Standards

There are no federal noise standards that directly regulate environmental noise related to the construction or operation of the proposed Specific Plan. With regard to noise exposure and workers, the Office of Safety and Health Administration (OSHA) regulations safeguard the hearing of workers exposed to occupational noise. Federal regulations also establish noise limits for medium and heavy trucks (more than 4.5 tons, gross vehicle weight rating) under 40 Code of Federal Regulations (CFR), Part 205, Subpart B. The federal truck pass-by noise standard is 80 dBA at 15 meters from the vehicle pathway centerline. These controls are implemented through regulatory controls on truck manufacturers.

Federal Transit Authority Vibration Standards

The FTA has adopted vibration standards that are used to evaluate potential building damage impacts related to construction activities. The vibration damage criteria adopted by the FTA are shown in Table 3.8-4.

TABLE 3.8-4
CONSTRUCTION VIBRATION DAMAGE CRITERIA

Building Category	PPV (in/sec)
I. Reinforced-concrete, steel or timber (no plaster)	0.5
II. Engineered concrete and masonry (no plaster)	0.3
III. Non-engineered timber and masonry buildings	0.2
IV. Buildings extremely susceptible to vibration damage	0.12

SOURCE: Federal Transit Administration, Transit Noise and Vibration Impact Assessment, May 2006.

In addition, the FTA has also adopted standards associated with human annoyance for groundborne vibration impacts for the following three land-use categories: Vibration Category 1 – High Sensitivity, Vibration Category 2 – Residential, and Vibration Category 3 – Institutional. The FTA defines Category 1 as buildings where vibration would interfere with operations within the building, including vibration-sensitive research and manufacturing facilities, hospitals with vibration-sensitive equipment, and university research operations. Vibration-sensitive equipment includes, but is not limited to, electron microscopes, high-resolution lithographic equipment, and normal optical microscopes. Category 2 refers to all residential land uses and any buildings where people sleep, such as hotels and hospitals. Category 3 refers to institutional land uses such as schools, churches, other institutions, and quiet offices that do not have vibration-sensitive equipment, but still have the potential for activity interference.

Under conditions where there are an infrequent number of events per day, the FTA has established thresholds of 65 VdB for Category 1 buildings, 80 VdB for Category 2 buildings, and 83 VdB for Category 3 buildings.[1] Under conditions where there are an occasional number of events per day, the FTA has established thresholds of 65 VdB for Category 1 buildings, 75 VdB for Category 2 buildings, and 78 VdB for Category 3 buildings.[2] No thresholds have been adopted or recommended for commercial and office uses.

California Department of Health Services Noise Standards

The California Department of Health Services (DHS) has established guidelines for evaluating the compatibility of various land uses as a function of community noise exposure. These guidelines for land use and noise exposure compatibility are shown in **Table 3.8-5**. In addition, Section 65302(f) of the California Government Code requires each county and city in the state to prepare and adopt a comprehensive long-range general plan for its physical development, with Section 65302(g) requiring a noise element to be included in the general plan. The noise element must: (1) identify and appraise noise problems in the community; (2) recognize Office of Noise Control guidelines; and (3) analyze and quantify current and projected noise levels.

The State of California also establishes noise limits for vehicles licensed to operate on public roads. For heavy trucks, the State pass-by standard is consistent with the federal limit of 80 dB. The state pass-by standard for light trucks and passenger cars (less than 4.5 tons, gross vehicle rating) is also 80 dBA at 15 meters from the centerline. These standards are implemented through controls on vehicle manufacturers and by legal sanction of vehicle operators by state and local law enforcement officials.

The state has also established noise insulation standards for new multi-family residential units, hotels, and motels that would be subject to relatively high levels of transportation-related noise. These requirements are collectively known as the California Noise Insulation Standards (Title 24, California Code of Regulations). The noise insulation standards set forth an interior standard of 45 dBA (L_{dn} or CNEL) in any habitable room. They require an acoustical analysis demonstrating how dwelling units have been designed to meet this interior standard where such units are proposed in areas subject to noise levels greater than 60 dBA L_{dn}/CNEL. Title 24 standards are typically enforced by local jurisdictions through the building permit application process.

State Vibration Standards

There are no state vibration standards applicable to the proposed project. Moreover, according to the California Department of Transportation's (Caltrans) *Transportation- and Construction-Vibration Guidance Manual* (2013), there are no official Caltrans standards for vibration. However, this manual provides guidelines for assessing vibration damage potential to various types of buildings, ranging from 0.08 to 0.12 in/sec PPV for extremely fragile historic buildings, ruins, and ancient monuments to 0.50 to 2.0 in/sec PPV for modern industrial/commercial buildings.

[1] "Infrequent events" is defined by the Federal Transit Administration as being fewer than 30 vibration events of the same kind per day.

[2] "Occasional events" is defined by the Federal Transit Administration as between 30 and 70 vibration events of the same source per day.

TABLE 3.8-5
COMMUNITY NOISE EXPOSURE (L_{dn} OR CNEL)

Land Use	Normally Acceptable[a]	Conditionally Acceptable[b]	Normally Unacceptable[c]	Clearly Unacceptable[d]
Single-family, Duplex, Mobile Homes	50 - 60	55 - 70	70 - 75	above 75
Multi-Family Homes	50 - 65	60 - 70	70 - 75	above 75
Schools, Libraries, Churches, Hospitals, Nursing Homes	50 - 70	60 - 70	70 - 80	above 80
Transient Lodging – Motels, Hotels	50 - 65	60 - 70	70 - 80	above 75
Auditoriums, Concert Halls, Amphitheaters	---	50 - 70	---	above 70
Sports Arena, Outdoor Spectator Sports	---	50 - 75	---	above 75
Playgrounds, Neighborhood Parks	50 - 70	---	67 - 75	above 75
Golf Courses, Riding Stables, Water Recreation, Cemeteries	50 - 75	---	70 - 80	above 80
Office Buildings, Business and Professional Commercial	50 - 70	67 - 77	above 75	---
Industrial, Manufacturing, Utilities, Agriculture	50 - 75	70 - 80	above 75	---

[a] Normally Acceptable: Specified land use is satisfactory, based upon the assumption that any buildings involved are of normal conventional construction without any special noise insulation requirements.
[b] Conditionally Acceptable: New construction or development should be undertaken only after a detailed analysis of the noise reduction requirements is made and needed noise insulation features included in the design. Conventional construction, but with closed windows and fresh air supply systems or air conditioning will normally suffice.
[c] Normally Unacceptable: New construction or development should generally be discouraged. If new construction or development does proceed, a detailed analysis of the noise reduction requirements must be made and needed noise insulation features included in the design.
[d] Clearly Unacceptable: New construction or development should generally not be undertaken.

SOURCE: Office of Planning and Research, 2003.

Baldwin Park 2020 General Plan.

The Noise Element in the *Baldwin Park 2020 General Plan* follows guidelines in the State Government Code Section 65302(g) and Section 46050.0 of the Health and Safety Code. It quantifies the community noise environment by establishing noise exposure contours for both near- and long-term levels of growth and noise-generating activity. This information guides development of goals and policies to achieve noise-compatible land uses, and identifies baseline noise levels and sources to help local noise ordinance enforcement.

The three major noise issues in Baldwin Park are (1) noise and land use planning; (2) transportation noise; and (3) non-transportation noise (City of Baldwin Park, 2002). The following goals and policies address these issues.

Goal 1.0: Incorporate noise considerations into land use planning decisions.

Policy 1.1: Use the noise/land use compatibility standards presented in Table NE-1 (shown as **Table 3.8-6** below) as a guide for future planning and development decisions.

Policy 1.2: Require noise-reduction techniques in site planning, architectural design, and construction where noise reduction is necessary. Provide noise control measures such as berms, walls, and sound attenuating construction in areas of new construction.

Policy 1.3: Promote acceptable noise levels near schools, hospitals, convalescent homes, and other noise-sensitive areas.

Policy 1.4: Establish targeted limits of noise for various land uses throughout the community.

TABLE 3.8-6
NOISE/LAND USE COMPATIBILITY MATRIX

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

NOTES:

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

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

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

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

SOURCE: City of Baldwin Park General Plan, 2002.

Goal 2.0: Minimize noise spillover from commercial and industrial uses into nearby residential neighborhoods.

Policy 2.1 Enforce the 65 dB(A) state standard for exterior noise levels for all commercial uses.

Policy 2.2: Require that automobile and truck access to commercial properties located adjacent to residential parcels be located at the maximum practical distance from the residential parcel.

Policy 2.3: Require that landscaped buffers be created between a commercial or mixed-use structure and an adjoining residential parcel.

Goal 3.0: Minimize the noise impacts associated with the development of residential units above ground-floor commercial uses in mixed-use developments.

Policy 3.1: Require that commercial uses developed as part of a mixed-use project with residential uses not be noise intensive.

Policy 3.2: Require that mixed-use structures be designed to prevent transfer of noise and vibration from the commercial to the residential use.

Policy 3.3: Orient mixed-use residential units away from major noise sources.

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

Goal 4.0: Reduce noise impacts from transportation sources.

Policy 4.1: Require construction of acoustically effective and aesthetically pleasing barriers to shield noise-sensitive uses from excessive noise where necessary or feasible.

Policy 4.2: Enforce city, state, and federal noise standards, especially those for mufflers and modified exhaust systems.

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

Policy 4.4: Reduce Metrolink train noise through coordination of scheduling with responsible rail authorities.

Policy 4.5: Work cooperatively with Metrolink operators to identify areas of excessive train noise, and develop a mitigation program to achieve noise reduction.

Goal 5.0: Develop measures to control excessive noise citywide.

Policy 5.1: Adopt and implement a comprehensive City Noise Ordinance to regulate hours of operation and control excessive noise from landscape maintenance equipment, construction activity, and machinery.

Policy 5.2: Minimize noise spillover from commercial and industrial uses into nearby residential neighborhoods.

Baldwin Park Municipal Code

In addition to regulating noise through implementation of General Plan policies, local jurisdictions regulate noise through enforcement of local standards. These standards generally relate to noisy activities (e.g., use of loudspeakers and construction) and stationary noise sources and facilities (e.g., air conditioning units and industrial activities). Generally, federal and state laws preempt local agencies from establishing noise standards for transportation-related noise sources, such as aircraft, ships, trains, and motor vehicles.

Chapter 130: General Offences

Chapter 130 of the City of Baldwin Park Municipal Code contains a subchapter on noise control that serves to realize the City's policy to prohibit unnecessary, excessive, and annoying noises from all sources subject to its police power. With respect to construction activities, Section 130.04 of the Baldwin Park Municipal Code limits any act of construction, reconstruction, or demolition of any building or structure, including, but not limited to, grading operations at any lot located in the City to between the hours of 7:00 am to 7:00 pm Section 130.37(E) of the City's Municipal Code further states that it is unlawful for any person within a residential zone, or within a radius of 500 feet therefrom, to operate equipment or perform any outside construction or repair work on buildings, structures, or projects or to operate any piledriver, power shovel, pneumatic hammer, derrick, power hoist, or any other construction type device (between the hours of 7:00 pm of one day and 7:00 am of the next day) in such a manner that a reasonable person of normal sensitiveness residing in the area is caused discomfort or annoyance unless a permit has been duly obtained beforehand from the Department of Public Works.

Section 130.34 of the City's Municipal Code establishes the acceptable exterior ambient noise levels for different land use zones. Specifically, it is unlawful for any person within the City to make, cause, or allow to be produced, noise that would be received on property occupied by another person that would exceed the noise levels shown in **Table 3.8-7** for the designated land use zones.

TABLE 3.8-7
RECEIVING NOISE STANDARDS (dBA)

Zone[a]	Daytime Hours (7:00 AM to 7:00 PM)[b]	Nighttime Hours (7:00 PM to 7:00 AM)[b]
R-1	55	45
RG and R-3	60	55
Commercial	65	60
Industrial	70	70

R-1 = Single-family residential; RG = Garden multi-family residential; R-3 = Multi-family residential

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

[b] The numerical limits shall be adjusted by the following corrections, where appropriate:
- For repetitive impulsive noise, pure tones, sound with cyclically varying amplitude, a steady whine screech or hum, the numerical limits given in the table above shall be reduced by 5 dBA.
- For noise occurring more than five but less than 15 minutes per hour, the numerical limits given in the table above shall be reduced by 2 dBA.
- For noise occurring more than one but less than five minutes per hour, the numerical limits given in the table above shall be increased by 5 dBA.
- For noise occurring less than one minute per hour, the numerical limits given in the table above shall be increased by 7 dBA.

SOURCE: City of Baldwin Park Municipal Code, Section 130.34.

Additionally, Section 130.35 of the City's Municipal Code of also includes provisions to regulate noise levels that disturb public peace. Section 130.35 states that it is unlawful for any person to willfully make or continue, or cause to be made or continued, any loud, unnecessary, and unusual noise which disturbs the peace or quiet of any neighborhood, or which causes discomfort or annoyance to residents of the area. Standards that may be considered in determining whether a noise violation exists could include, but are not limited to, the following:

A. The level of noise;

B. Whether the nature of the noise is usual or unusual;

C. The nature and zoning of the area within which the noise emanates;

D. The density of the inhabitation of the area within which the noise emanates;

E. The time of the day or night the noise occurs;

F. The duration of the noise;

G. Whether the noise is recurrent, intermittent, or constant; and

H. Whether the origin of the noise is natural or unnatural.

Section 130.37(J) of the City's Municipal Code provides the following list of noise sources that are exempted from the City's noise standards:

1. Lawfully conducted parades;
2. Emergency work (which is defined as work that is necessary to restore property to a safe condition following a public calamity, or work required to protect persons or property from an imminent exposure to danger, or work by private or public utilities when restoring utility service);
3. Aircraft flight operations;
4. Bells, chimes or carillons while being used in conjunction with religious services;
5. Commercial motor vehicle operations;
6. Emergency energy release devices;
7. Speed or endurance events authorized by the city, involving motor or other vehicles;
8. Surface carriers engaged in commerce by railroad, except for horns and whistles operated within city limits;
9. Systems used to warn community of attack or imminent public danger such as flooding or explosion;
10. Any noise or situation within the scope of Sections 23130 or 23109 of the Vehicle Code of the state.

Chapter 153: Zoning Code

Chapter 153 of the City of Baldwin Park Municipal Code represents the City's Zoning Code. The Zoning Code is established to regulate the use of land within the City in an orderly manner

consistent with the goals, objectives and policies of the Baldwin Park General Plan and to protect the public health, safety, comfort, welfare and general prosperity of the City and its residents through classifying, designating, regulating and restricting the use of land, buildings and structures. Specifically, Section 153.010.060 of the Zoning Code states that when a project is determined to be subject to the provisions of CEQA, the application must be reviewed in accordance with the provisions of this chapter along with the CEQA Guidelines and any environmental guidelines adopted by the City.

Section 153.140 of the City Zoning Code establishes performance standards to minimize public hazards, prevent the creation of nuisances and other conditions that are potentially harmful or discomforting, protect and improve the environment and the appearance of the community, and deter blighting. The performance standards apply to all new construction, renovation and alteration of existing uses or structures in all zone districts. With respect to noise, Section 153.140.070 of the City Zoning Code establishes both exterior and interior noise standards for land use zones to prohibit unnecessary, excessive, and annoying noises from all sources. The established exterior noise standards are shown in **Table 3.8-8**.[3]

TABLE 3.8-8
EXTERIOR NOISE STANDARDS

Zone	Time	Allowable Noise Level (dBA)[a]
Residential	7:00 A.M. – 7:00 P.M. (Day)	55
Residential	7:00 P.M. – 10:00 P.M. (Evening)	50
Residential	10:00 P.M. – 7:00 A.M. (Night)	45
Commercial	7:00 A.M. – 10 P.M. (Day and evening)	65
Commercial	7:00 P.M. – 7 A.M. (Night)	55
Industrial	Anytime	65

[a] Increases in the allowable exterior noise levels listed in this table may be permitted in accordance with the standards outlined below:
- An increase of 5 dBA from the exterior noise levels is permitted over a 15 cumulative minute duration per 24-hour period.
- An increase of 10 dBA from the exterior noise levels is permitted over a five cumulative minute duration per 24-hour period.
- An increase of 15 dBA from the exterior noise levels is permitted over a one cumulative minute duration per 24-hour period.
- An increase of 20 dBA from the exterior noise levels is permitted for less than one cumulative minute duration per 24-hour period.

SOURCE: City of Baldwin Park Municipal Code, Section 153.140.070.

With respect to interior noise standards, Section 153.140.070(D) of the City Zoning Code states that no person shall create or allow the creation of noise that causes the interior noise level when measured within any dwelling unit to exceed 45 dBA at any time. However, an increase of 5 dBA and 10 dBA from the allowable 45 dBA interior noise level may be permitted for a one minute and less than one minute duration (cumulative minutes per 24-hour period), respectively.

Furthermore, Section 153.140.070(E) requires that use of compressors or other equipment, including, but not limited to, vents, ducts and conduits (but excluding window or wall-mounted

[3] As the City Zoning Code specifically states that projects subject to the provisions of CEQA must be reviewed in accordance with the provisions of Chapter 153, and given that the exterior noise standards recommended in this chapter was passed by the City in May 2012 as opposed to the noise standards from Chapter 130 of the City's Municipal Code that were passed by the City in May 1996, the exterior noise standards shown in Table 3.8-8 would be applied to the proposed project's noise impact analysis.

air conditioners) that are located outside of the exterior walls of any building to be enclosed within a permanent, noncombustible, view-obscuring enclosure to ensure that the equipment would not emit noise in excess of the American National Standards Institute (ANSI) standards.

Finally, with respect to minimizing the disturbance and inconvenience from vibrations on certain activities and individuals, Section 153.140.090 of the City Zoning Code prohibits any person or use from creating, maintaining, or causing ground vibration that is discernable without the aid of instruments to a person of normal sensitivity at any point on a property that is adjacent to the property of the vibration source. However, the ground vibration caused by moving vehicles, trains, aircraft or temporary construction or demolition is exempted.

3.8.3 Thresholds of Significance

In accordance with Appendix G of the *CEQA Guidelines*, the project could have a significant impact on noise and/or ground-borne vibration if it would 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;
- Exposure of persons to, or generation of, excessive ground-borne vibration or ground-borne noise levels;
- A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project;
- A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project;
- Exposure of people residing or working in the project area to excessive noise levels (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); or
- Exposure of people residing or working in the project area to excessive noise levels (for a project within the vicinity of a private airstrip).

It was determined in the Initial Study (Appendix A) that the proposed Specific Plan would not result in any impacts associated with the exposure of people residing or working in the Specific Plan area to excessive noise levels associated with a public use airport or private airstrip. The Specific Plan area is not located within any airport land use plan nor is it located near any private airstrips. The nearest airport to the Specific Plan area is the El Monte Airport located approximately four miles away to the west. Given this distance, no impacts are anticipated as a result of the proposed Specific Plan and no further analysis is provided in this EIR.

Noise Criteria

For the purpose of determining whether the proposed Specific Plan would result in the exposure of persons to or generate noise levels that would exceed established noise standards, construction and stationary operational noise levels associated with the Project would result in a significant impact if the City's construction noise regulations are violated and the City's operational noise standards are exceeded.

The *CEQA Guidelines* does not define the levels at which permanent and temporary increases in ambient noise are considered "substantial." Therefore, with regards to traffic noise, the significance of the proposed Specific Plan's noise impacts can be determined by comparing estimated project-related noise levels to existing no-project noise levels. With respect to the community noise environment, the average healthy ear can barely perceive a noise level change of 3 dBA. A change from 3 to 5 dBA may be noticed by some individuals who are sensitive to changes in noise. A 5 dBA increase is readily noticeable, while the human ear perceives a 10 dBA increase as a doubling of sound. As such, for the purpose of the proposed Specific Plan's traffic noise analysis, it is assumed that a significant impact would occur if the proposed Specific Plan increases ambient noise levels along roadways within and surrounding the Specific Plan area above existing ambient noise levels by greater than 5 dBA and if the resultant noise level is inconsistent with the standards in the City's General Plan land use/noise compatibility matrix (shown in Table 3.8-6).

Vibration Criteria

The *CEQA Guidelines* also do not define the levels at which groundborne vibration or groundborne noises are considered "excessive." Additionally, as discussed previously, the City has not adopted any quantitative thresholds for groundborne vibration impacts. Thus, in terms of construction-related vibration impacts on buildings, the adopted guidelines/recommendations by the FTA to limit groundborne vibration based on the age and/or condition of the structures that are located in proximity to construction activity are used in this analysis to evaluate potential groundborne vibration impacts. Based on the FTA criteria, construction impacts relative to groundborne vibration would be considered significant if any of the following were to occur:

- Project construction activities would cause a PPV groundborne vibration level to exceed 0.5 in/sec at a reinforced concrete, steel, or timber building;
- Project construction activities would cause a PPV groundborne vibration level to exceed 0.3 in/sec at any engineered concrete and masonry building;
- Project construction activities would cause a PPV groundborne vibration level to exceed 0.2 in/sec at any non-engineered timber and masonry buildings; or
- Project construction activities would cause a PPV ground-borne vibration level to exceed 0.12 in/sec at any buildings "extremely susceptible to vibration damage" (i.e., a historical building).

In terms of groundborne vibration impacts associated with human annoyance, this analysis uses the FTA's vibration impact thresholds for sensitive buildings, residences, and institutional land uses under conditions where there are an infrequent number of events per day. These thresholds are 65 VdB at buildings where vibration would interfere with interior operations, 80 VdB at residences and buildings where people normally sleep, and 83 VdB at other institutional buildings (FTA, 2006). The 65 VdB threshold applies to typical land uses where vibration would interfere with interior operations, including vibration-sensitive research and manufacturing facilities, hospitals with vibration-sensitive equipment, and university research operations. Vibration-sensitive equipment includes, but are not limited to, electron microscopes, high-resolution lithographic equipment, and normal optical microscopes. The 80 VdB threshold applies to all

residential land uses and any buildings where people sleep, such as hotels and hospitals. The 83 VdB threshold applies to institutional land uses such as schools, churches, other institutions, and quiet offices that do not have vibration-sensitive equipment, but still have the potential for activity interference.

3.8.4 Methodology

Implementation of the proposed Specific Plan could result in the introduction of noise levels that may exceed permitted City noise levels. The primary sources of noise associated with the proposed Specific Plan would be construction activities within the Specific Plan area and project-related traffic volumes generated by the new residential and non-residential land uses. Secondary sources of noise would include new stationary sources (such as heating, ventilation, and air conditioning units) associated with the new land use developments. The increase in noise levels generated by these activities and other sources associated with the proposed Specific Plan have been quantitatively estimated and compared to the applicable noise standards and thresholds of significance.

Aside from noise levels, groundborne vibration would also be generated during the construction of the new developments occurring throughout the Specific Plan area by various construction-related activities and equipment. Thus, the groundborne vibration levels generated by these sources have also been quantitatively estimated and compared to applicable thresholds of significance.

Construction Noise Levels

Construction noise levels were estimated by data published by the United States Environmental Protection Agency (USEPA) for general outdoor construction activities. These noise levels are then analyzed against the construction noise standards established in the City's municipal code to determine whether an exceedance of allowable noise levels would occur across any adjacent property boundaries.

Roadway Noise Levels

Roadway noise levels have been calculated for selected study area intersection segments located within and in proximity to the Specific Plan area based on information provided in the traffic report for the proposed Specific Plan. The roadway segments selected for analysis are expected to be most directly impacted by project-related traffic, which, for the purpose of this analysis, includes the roadways located within and immediately adjacent to the Specific Plan area. These roadways, when compared to roadways located further away from the Specific Plan area, would experience the greatest percentage increase in traffic generated by the Specific Plan. The noise levels were calculated using the FHWA-RD-77-108 model and traffic volumes from the traffic analysis.

Groundborne Vibration Associated with Project Construction and Operation

Groundborne vibration levels resulting from construction activities occurring within the Specific Plan area were estimated by data published by the FTA in its *Transit Noise and Vibration Impact Assessment* document. Potential vibration levels resulting from construction of new transit-

oriented developments under the proposed Specific Plan are identified for off-site locations that are sensitive to vibration based on their distance from construction activities. As discussed previously, Section 153.140.090 of the City Zoning Code prohibits the generation of vibration levels that would be discernable without the aid of instruments to a person of normal sensitivity at any point on a property that is adjacent to the property of the vibration source. However, the City has not adopted any quantitative thresholds for construction or operational groundborne vibration impacts. As such, the potential vibration levels at off-site sensitive locations resulting from implementation of the proposed Specific Plan are analyzed against the vibration thresholds established by the FTA to determine whether an exceedance of allowable vibration levels would occur.

3.8.5 Impact Analysis

Impact 3.8-1: Implementation of the project could expose persons to, or generate, noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies.

Construction

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 City's Downtown area. The Specific Plan proposes to rezone and amend General Plan land uses of specific parcels within the project area with the intent of introducing a transit-oriented development pattern to the area. Buildout under the proposed Specific Plan would involve development of 289,150 square feet of non-residential development and an additional 848 multi-family dwelling units. A total of 68,200 square feet of commercial and industrial uses could be removed in the Specific Plan area (including almost 24,000 square feet of manufacturing uses) as well as 17 single-family residential units.

Specific timing and sequencing of individual development projects within the Specific Plan area have not been determined at this time. It is anticipated that these developments would be market driven such that they would occur in response to the existing and future needs of the City's residential, commercial, and light industrial markets over the build out period. As such, it is expected that the proposed Specific Plan's construction activities would occur intermittently throughout the course of the 20-year planning period. Construction noise impacts associated with each new individual development would be short-term in nature and limited to the period of time when construction activity is taking place for that particular development. Development of future residential, commercial, and light industrial land uses would generally involve construction phases such as demolition, grading/excavation, building construction, and asphalt paving.

Construction, although typically short-term, can be a significant source of noise. Construction is most significant when it takes place near sensitive land uses, occurs at night, or in early morning hours. The construction activity noise levels at and near development projects within the Specific Plan area would fluctuate depending on the particular type, number, and duration of uses of various pieces of construction equipment. Generally, each new residential, commercial, light industrial, or mixed-use development would require the use of heavy construction equipment for activities such as site demolition, grading and excavation, installation of utilities, paving, and building fabrication.

Development activities would also involve the use of smaller power tools, generators, and other sources of noise. During each stage of construction for each individual development, there would be a different mix of equipment operating and noise levels would vary based on the amount of equipment in operation and the location of the activity.

The USEPA has compiled data for outdoor noise levels for typical construction activities that are presented in **Table 3.8-9**, and represent composite noise levels associated with typical construction activities, which take into account both the number of pieces and spacing of heavy construction equipment that are typically used during each phase of construction. These noise levels would diminish rapidly with distance from the construction site at a rate of approximately 6 dBA per doubling of distance. For example, a noise level of 84 dBA L_{eq} measured at 50 feet from the noise source to the receptor would reduce to 78 dBA L_{eq} at 100 feet from the source to the receptor, and reduce by another 6 dBA L_{eq} to 72 dBA L_{eq} at 200 feet from the source to the receptor. **Table 3.8-10** shows typical noise levels produced by various types of construction equipment.

TABLE 3.8-9
TYPICAL CONSTRUCTION NOISE LEVELS

Construction Phase	Noise Level (dBA, L_{eq})[a]
Ground Clearing	84
Excavation	89
Foundations	78
Erection	85
Finishing	89

[a] Average noise levels correspond to a distance of 50 feet from the noisiest piece of equipment associated with a given phase of construction and 200 feet from the rest of the equipment associated with that phase.

Source: USEPA, *Noise from Construction Equipment and Operations, Building Equipment, and Home Appliances*, 1971.

The construction activities for each new development that would occur under the proposed Specific Plan would expose the nearby existing uses to increased noise levels. Because the Specific Plan area is a higher density developed urban area and the Specific Plan proposes mixed-use land uses that would be implemented through market demands over a 20-year planning period, construction of new developments could be located less than 50 feet from a sensitive receptor, such as existing residential units. Consequently, construction that occurs immediately adjacent to these existing offsite receptors would generate noise levels that would be substantially greater than the existing noise levels at these receptor locations. Based on the noise levels for general outdoor construction activities shown in Table 3.8-9, noise levels at adjacent off-site receptors that are located within 50 feet of a future residential, commercial, or mixed-use development occurring by the proposed Specific Plan could reach up to 89 dBA L_{eq} or above. It should be noted that this noise level is not anticipated to occur throughout the entire course of a construction day, as construction equipment and activities rarely operate continuously for a full day at a construction site. Typically, the operating cycle for construction equipment would

involve one or two minutes of full power operation followed by three or four minutes at lower power settings. Additionally, construction equipment engines would likely be intermittently turned on and off over the course of a construction day.

TABLE 3.8-10
TYPICAL NOISE LEVELS FROM CONSTRUCTION EQUIPMENT

Construction Equipment	Noise Level (dBA, L_{eq} at 50 feet)
Air Compressor	81
Backhoe	80
Compactor	82
Concrete Mixer	85
Concrete Pump	82
Crane (Mobile)	83
Dozer	85
Grader	85
Jack Hammer	88
Loader	85
Paver	89
Pile –Driver (Impact)	101
Pile-Driver (Sonic)	96
Scraper	89
Truck	88

Source: FTA, 2006.

With respect to construction activities, neither the City's General Plan Noise Element nor Municipal Code has established a numerical standard to regulate construction noise. Instead, construction noise levels in the City are regulated based on permitted hours of operation. Section 130.04 of the Baldwin Park Municipal Code limits construction activities at any lot located in the City to between the hours of 7:00 am to 7:00 pm. Additionally, Section 130.37(E) of the City's Municipal Code states that it is unlawful for any person within a residential zone, or within a radius of 500 feet therefrom, to operate equipment or perform any outside construction or repair work or to operate any construction equipment between the hours of 7:00 pm of one day and 7:00 am of the next day in such a manner that a reasonable person of normal sensitiveness residing in the area is caused discomfort or annoyance unless a permit has been duly obtained beforehand from the Department of Public Works. As such, all new development projects in the Specific Plan area would be subject to these regulations. With compliance with the regulations established in Sections 130.04 and 130.37(E) of the City's Municipal Code, the construction activities associated with future developments in the Specific Plan area would not exceed any standards established in the City's General Plan or noise ordinance. Thus, impacts would be less than significant.

Mitigation Measures: No mitigation required

Significance Determination: Less than significant

Operations

City Exterior Noise Standards

With respect to operational noise levels, the City has established exterior noise standards that are correlated with land use zoning classifications, which are shown in Table 3.8-8. The standards aim to prohibit unnecessary, excessive, and annoying noises from all sources, as certain noise levels are detrimental to the health and welfare of individuals.

The Specific Plan would implement new land uses that would include residential, commercial, civic, open space, and mixed-use developments. These new developments may introduce higher noise levels than currently exist adjacent to existing sensitive uses, such as residences. However, the noise environment in a high density, urban, walkable transit-oriented environment is anticipated to be louder than other areas in the City that are more secluded. Because of this Section 153.070.040(E) of the City Zoning Code specifically requires residents of new mixed-use development projects in the Mixed Use Zones (MU-1 or MU-2), whether owners or tenants, to be notified in writing prior to taking up residence that they would be living in an urban-type environment and that the noise levels in such an environment may be higher than a strictly residential area.

Through implementation of development specific environmental review and development permit process, the City would consider all future developments in the Specific Plan area on a case-by-case basis to ascertain whether the operational noise levels generated by an individual development could result in exceedance of the City's noise standards, which regulate the appropriate location for various types of uses in relation to noise generation. Development permits are provided pursuant to the applicant's compliance with City Municipal Codes related to noise, which are provided to reduce potential noise impacts. With implementation of existing City regulations, noise impacts on existing land uses in the Specific Plan area from operation of future developments would be less than significant.

Mitigation Measure: No mitigation required

Significance Determination: Less than Significant

Heating, Ventilating, and Air Conditioning Equipment Noise

Once the new development projects associated with the proposed Specific Plan are operational, a constant source of noise may be generated from these developments from operation of heating, ventilating, and air conditioning (HVAC) systems. However, as an industry practice, the design of the onsite HVAC units and other noise-generating mechanical equipment associated with the new developments in the Specific Plan area would typically be installed on the rooftops of residential, commercial, and mixed-use buildings and located either within an enclosure or behind other intervening structures that would provide a level of noise shielding for nearby noise-sensitive uses. Specifically, Section 153.140.070(E) of the City Zoning Code requires compressors or other equipment including, but not limited to, vents, ducts, and conduits that are

located outside of the exterior walls of any building to be enclosed with a permanent, noncombustible, view-obscuring enclosure to reduce noise levels. When these design measures are taken into consideration with the existing urban noise environment of the Specific Plan area, the noise generated from HVAC systems and other mechanical equipment at the new development sites would not increase ambient noise levels by 5 dBA ot greater. As a result, noise impacts on the existing and future residential uses in the Specific Plan area from HVAC or other mechanical equipment would be less than significant.

Mitigation Measure: No mitigation required

Significance Determination: Less than Significant

Loading Dock Noise

As the proposed Specific Plan would place a mix of residential, commercial, and mixed uses in the Specific Plan area, noise generated by activities at the commercial uses could affect both nearby existing and new noise-sensitive receptors. Operational noise from the new commercial uses associated with the proposed Specific Plan would be primarily related to the arrival, departure, and loading/unloading of goods from delivery trucks and their on-site circulation. While the noise levels generated by loading docks are not ordinarily loud, they may create temporary, sporadic increases in ambient noise. Noise associated with commercial motor vehicle operations are exempted from the City's noise standards, according to Section 130.37(J)(5) of the City's Municipal Code. Because this noise is exempt, it would not be in excess of standards, and impacts related to commercial loading and unloading activities would be less than significant.

Mitigation Measure: No mitigation required

Significance Determination: Less than Significant

Transportation Related Noise

Based on the City's noise/land use compatibility matrix shown in Table 3.8-6, the City allows new single- and multi-family residential uses to be constructed where the average noise environment in outdoor activity areas is up to 70 dBA CNEL, new commercial retail uses to be constructed in areas where the average outdoor noise level is up to 80 dBA CNEL, and new industrial uses to be constructed in areas where the average outdoor noise level is up to 85 dBA CNEL. The 70 dBA CNEL, 80 dBA CNEL, and 85 dBA CNEL noise levels for residential, commercial retail, and industrial uses, respectively, are allowed provided that the buildings are constructed using conventional design and that fresh air supply systems or air conditioning are provided to allow windows to be kept closed.

From a community noise perspective, the 24-hour average noise levels within and surrounding the Specific Plan area are influenced primarily by traffic on local roadways. Additionally, the Metrolink passenger trains and UPRR freight trains that run through the Baldwin Park Metrolink Station on a daily basis are also a noise source in the Specific Plan area. As discussed previously, passing trains on the Metrolink line can generate noise levels up to 88.5 dBA at 100 feet, while passing train horn noise levels can reach as high as 99.2 dBA at 100 feet. With respect to traffic

noise levels, the existing noise levels on roadway segments located within and in the vicinity of the Specific Plan area, as shown in Table 3.8-2, range from 41.3 dBA CNEL (segment of Big Dalton Avenue east of Pacific Avenue) to 69.6 dBA CNEL (segment of Ramona Boulevard west of Baldwin Park Boulevard) at 50 feet from the centerline of the roadway segments. This roadway modeling provides a representative indication of the current noise levels within the Specific Plan area.

To evaluate the future traffic noise environment in the Specific Plan area, the future traffic noise levels on the roadways located within and immediately adjacent to the area were estimated based on future traffic volumes provided in the project's traffic study. The calculation of future traffic noise levels was done using the FHWA-RD-77-108, which calculates the CNEL noise level based on site-specific traffic volumes, distances, speeds and/or noise barriers. The future roadway noise levels are shown in **Table 3.8-11**.

TABLE 3.8-11
FUTURE (2035) WITH PROJECT ROADWAY NOISE LEVELS

Roadway	Roadway Segment	dBA CNEL[a]
Ramona Boulevard	West of Merced Avenue	70.2
	East of Merced Avenue	70.1
	West of Stewart Avenue	70.0
	East of Stewart Avenue	69.9
	West of Baldwin Park Boulevard	70.4
	East of Baldwin Park Boulevard	70.0
	West of Cesaer Chavez Drive	69.9
	East of Cesaer Chavez Drive	70.7
	West of Maine Avenue	70.6
	East of Maine Avenue	69.5
	West of Bogart Avenue	68.9
	East of Bogart Avenue	69.3
	West of Downing Avenue	69.2
	East of Downing Avenue	69.3
	West of Badillo Street	69.3
	East of Badillo Street	63.4
Badillo Street	West of Puente Avenue	69.8
	East of Puente Avenue	69.2
Los Angeles Street	West of Maine Avenue	68.5
	East of Maine Avenue	67.5
Clark Street	West of Maine Avenue	60.2
	East of Maine Avenue	59.3
Palmrose Street	East of Maine Avenue	53.1
Bogart Avenue	East of Pacific Avenue	58.2
Downing Avenue	West of Pacific Avenue	49.6
	East of Pacific Avenue	57.9
Big Dalton Avenue	West of Pacific Avenue	57.4
	East of Pacific Avenue	41.3
Baldwin Park Boulevard	West of Merced Avenue	69.6
	East of Merced Avenue	69.8
Merced Avenue	North of Ramona Boulevard	64.7
	South of Ramona Boulevard	64.8
	North of Baldwin Park Boulevard	65.3

Roadway	Roadway Segment	dBA CNEL[a]
	South of Baldwin Park Boulevard	66.6
Stewart Avenue	North of Ramona Boulevard	59.3
	South of Ramona Boulevard	58.0
Baldwin Park Boulevard	North of Ramona Boulevard	68.8
	South of Ramona Boulevard	69.4
Cesaer Chavez Drive	North of Ramona Boulevard	56.0
Maine Avenue	North of Los Angeles Street	67.4
	South of Los Angeles Street	64.8
	North of Clark Street	64.7
	South of Clark Street	64.7
	North of Palmrose Street	65.0
	South of Palmrose Street	64.9
	North of Ramona Boulevard	65.4
	South of Ramona Boulevard	65.6
Pacific Avenue	North of Bogart Avenue	70.2
	South of Bogart Avenue	70.2
	North of Downing Avenue	70.2
	South of Downing Avenue	70.2
	North of Big Dalton Avenue	70.1
	South of Big Dalton Avenue	70.0
Bogart Avenue	North of Ramona Boulevard	58.4
	South of Ramona Boulevard	54.7
Downing Avenue	North of Ramona Boulevard	54.2
	South of Ramona Boulevard	55.8
Lozano Drive	South of Ramona Boulevard	48.1
Puente Avenue	North of Badillo Street	58.5
	South of Badillo Street	62.0

[a] Values represent noise levels at 50 feet from the centerline of each roadway.

TRAFFIC INFORMATION SOURCE: The Mobility Ground, 2014.
TABLE SOURCE: ESA, 2015. Calculation data and results provided in Appendix D.

As shown in Table 3.8-11, future traffic noise levels at project buildout would range from 41.3 dBA CNEL (segment of Big Dalton Avenue east of Pacific Avenue) to 70.7 dBA CNEL (segment of Ramona Boulevard east of Cesaer Chavez Drive) at 50 feet from the centerline of the roadways. Overall, none of the traffic noise levels shown would exceed the 80 dBA CNEL and 85 dBA CNEL noise levels that would allow for commercial retail and industrial land uses to be constructed. With respect to new residential uses, all of the mixed use zones located adjacent to Ramona Boulevard recommended under the proposed Specific Plan are located beyond 50 feet from Ramona Boulevard. As such, the traffic noise levels at these mixed use zones along Ramona Boulevard under future (2035) conditions are anticipated to be below the 70 dBA CNEL noise level that would allow for residential uses to be constructed. Additionally, the future traffic noise levels along other street segments located adjacent to lands zoned for mixed use development under the Specific Plan (e.g., Maine Avenue, Bogart Avenue, Downing Avenue, etc.) would also not exceed 70 dBA CNEL. As such, the future traffic noise levels in the Specific Plan area would meet the City's noise/land use compatibility standards.

However, because mixed use developments involving residential uses are proposed adjacent to, and in the immediate vicinity of, the Metrolink line, the noise generated by trains traveling through the Specific Plan area daily (along with the sounding of horns as the trains approach the Baldwin Park Metrolink Station) would result in a noise environment that is generally not compatible with residential land uses. As shown in Table 3.8-1, the two long-term (24-hour) noise measurements taken within the Specific Plan area near the Metrolink line and at locations zoned for mixed use development under the Specific Plan showed that noise levels currently reach as high as approximately 75 dBA CNEL (refer to Figure 3.8-2 for the location of the long-term measurement sites). As indicated in Table 3.8-6, noise levels up to 75 dBA CNEL are considered by the General Plan to normally be incompatible for residential developments. Furthermore, because the proposed Specific Plan also has commercial and industrial uses zoned in parcels located directly adjacent to the Metrolink line (i.e., commercial zone parcel located at the intersection of Ramona Boulevard and Bogart Avenue; industrial zone parcel located at intersection of Downing Avenue and Alderson Avenue), it is anticipated that the noise environments in these areas may also exceed the 80 dBA CNEL and 85 dBA CNEL noise levels that are deemed to be compatible for residential uses, respectively. Thus, because future residential, commercial, and industrial uses could be located in areas where the noise environment exceeds 70 dBA CNEL, 80 dBA CNEL, and 85 dBA CNEL, respectively, impacts associated with noise/land use compatibility would be potentially significant.

Implementation of Mitigation Measure NOI-5 would require all future developments that include residential uses that are located within 500 feet of the Metrolink line ensure that individual development projects would implement appropriate land use planning for exterior private areas, and implement noise reduction measures, such as sound walls, double pane windows, and insulation features included in the design to meet the City's the interior noise standards of 45 dBA CNEL. With implementation of Mitigation Measure NOI-5, development projects that would occur by the proposed Specific Plan would not conflict with the City's noise regulations, and impacts would be less than significant.

Mitigation Measure:

Mitigation Measure NOI-1: City shall ensure that each development project that includes residential uses within 500 feet of the Metrolink line meets the City's the interior noise standards of 45 dBA CNEL and exterior standards per zoning designation, as provided by the City of Baldwin Park Municipal Code, Section 153.140.070. Upon receipt of a development application that includes residential uses within 500 feet of the Metrolink line, the City Planning Division shall conduct a review of noise generation in the proposed development area and project features to be included to reduce noise levels to meet the City's Municipal Code requirements. Measures that can be taken may include, but are not limited to, the erection of noise walls, glass noise barriers, double pane windows, insulated doors, roofing, and siding, and landscaping.

Significance after Mitigation: Less than significant

Impact 3.8-2: Implementation of the project could expose persons to, or generate, excessive ground-borne vibration or ground-borne noise levels.

Construction

Construction activities for individual development projects that would occur by the Specific Plan area would include demolition and grading activities, which would have the potential to generate low levels of groundborne vibration. Persons residing and working in close proximity to a construction site could be exposed to the generation of excessive groundborne vibration or groundborne noise levels related to construction activities. The results from vibration can range from no perceptible effects at the lowest vibration levels, to low rumbling sounds and perceptible vibrations at moderate levels, to slight structural damage at the highest levels. Site ground vibrations from construction activities very rarely reach the levels that can damage structures, but they can be perceived in the audible range and be felt in buildings very close to a construction site.

The various PPV and RMS velocity (in VdB) levels for the types of construction equipment that would operate during the construction of the individual development projects are identified in **Table 3.8-12**. As shown, vibration velocities could reach as high as approximately 0.089 inch-per-second PPV at 25 feet for typical construction activities, which corresponds to a RMS velocity level (in VdB) of 87 VdB at 25 feet. When high impact activities such as pile driving are required, vibration velocities could reach as high as 0.644 inch-per-second PPV at 25 feet, which corresponds to a RMS velocity level of 104 VdB at 25 feet.

TABLE 3.8-12
VIBRATION SOURCE LEVELS FOR CONSTRUCTION EQUIPMENT

	Approximate PPV (in/sec)					Approximate RMS (VdB)				
Equipment	**25 Feet**	**50 Feet**	**60 Feet**	**75 Feet**	**100 Feet**	**25 Feet**	**50 Feet**	**60 Feet**	**75 Feet**	**100 Feet**
Pile Driver (Impact)	0.644	0.228	0.173	0.124	0.081	104	95	93	90	86
Pile Driver (Sonic)	0.170	0.060	0.046	0.033	0.021	93	84	82	79	75
Large Bulldozer	0.089	0.031	0.024	0.017	0.011	87	78	76	73	69
Caisson Drilling	0.089	0.031	0.024	0.017	0.011	87	78	76	73	69
Loaded Trucks	0.076	0.027	0.020	0.015	0.010	86	77	75	72	68
Jackhammer	0.035	0.012	0.009	0.007	0.004	79	70	68	65	61
Small Bulldozer	0.003	0.001	0.0008	0.0006	0.0004	58	49	47	44	40

SOURCE: FTA, 2006; ESA, 2015.

Over the course of the Specific Plan build out, construction activities associated with new development could occur adjacent to or in the vicinity of sensitive receptors since these developments would primarily require redevelopment of already developed properties in the Specific Plan area, which includes mixed uses. As the Specific Plan area is currently built with existing land uses, it is anticipated that some existing adjacent uses could be located less than 50

feet or less from a construction site. Consequently, receptors that are located immediately adjacent to a construction site could be exposed to excessive groundborne vibration levels. Based on the vibration source levels shown in Table 3.8-12, adjacent receptors that are located less than 50 feet from a construction site could be exposed to peak vibration levels of above 0.031 PPV and 78 VdB during construction . Under scenarios where a construction site associated with the proposed project is located within 25 feet from an existing adjacent land use, the peak vibration levels experienced by these adjacent land uses can be above 0.089 PPV and 87 VdB during typical construction activities. While most of the new development in the Specific Plan area is not anticipated to require pile driving, under conditions where such activities are required peak vibration levels of above 0.644 PPV and 104 VdB could occur at adjacent receptors that are located less than 25 feet from the activity.

As individual development projects would be spread over the Specific Plan's 20-year build out period and construction events are short-term in nature, it is anticipated that there would be an infrequent amount of vibration events at sensitive land use receptors. However, depending on how close an actual receptor location is to a construction site and the type of building the receptor is (e.g., non-engineered timber and masonry building, historical building, etc.), the vibration levels at a receptor location could exceed the FTA's vibration thresholds for building damage and human annoyance. As such, vibration impacts during construction associated with the proposed Specific Plan could be potentially significant.

Implementation of Mitigation Measures NOI-2 through NOI-4 would prohibit the use of construction equipment that generates high levels of vibration (i.e., large bulldozers, loaded trucks, caisson drills, and jackhammers) within specified distances from existing land uses that are located nearby the new development sites proposed under the Specific Plan, would ensure that the construction-related vibration impacts associated with building damage and human annoyance at these nearby receptors would be reduced to a less-than-significant level. Additionally, implementation of Mitigation Measure NOI-8 would serve to ensure the safety of existing historic buildings located within the Specific Plan area by requiring a certified structural engineer to analyze and provide evidence that no structural damage would result at these buildings due to the construction of adjacent new developments. With implementation of Mitigation Measures NOI-6 through NOI-8, impacts related to groundborne vibration would be less than significant.

Mitigation Measures:

Mitigation Measure NOI-2: Approval of development permits shall ensure that the operation of construction equipment that generates high levels of vibration, such as large bulldozers, loaded trucks, and caisson drills, shall be prohibited within 45 feet of existing residential structures and 35 feet of institutional structures during construction of the various new developments in the Specific Plan area. Instead, small rubber-tired bulldozers shall be used within this area during demolition and/or grading operations to reduce vibration effects.

Mitigation Measure NOI-3: Approval of development permits shall ensure that the operation of jackhammers shall be prohibited within 25 feet of existing residential structures and 20 feet of

institutional structures during construction activities associated with the various new developments proposed in the Specific Plan area.

Mitigation Measure NOI-4: Approval of development permits shall ensure that where a new development would be constructed adjacent to an existing historic building within the Specific Plan area, the project developer shall require by contract specifications that a certified structural engineer be retained to submit evidence that the operation of vibration-generating equipment associated with the new development would not result in any structural damage to the adjacent historic building. Contract specifications shall be included in the construction documents for the new development, which shall be reviewed by the City prior to issuance of a construction permit.

Significance after Mitigation: Less than significant

Operations

While groundborne vibration within and surrounding the Specific Plan area may currently result from heavy-duty vehicular travel (e.g., refuse trucks, delivery trucks, and transit buses) on the nearby local roadways, the proposed land uses under the proposed Specific Plan would not result in the increased use of these existing heavy-duty vehicles on the local roadways. As such, vibration impacts associated with operation of the future residential and non-residential developments implemented by the proposed Specific Plan would be less than significant.

Future development in the Specific Plan area would introduce residential uses in the immediate vicinity of the Metrolink line. As described previously, trains are a common source of groundborne vibration, where locomotive-powered passenger trains traveling at 50 mph can generate vibration levels up to approximately 84.5 VdB (0.067 in/sec PPV) at 50 feet from the track centerline. Given that future mixed use developments located along Bogart Avenue, south of Ramona Boulevard, could be located as close as 73 feet from the Metrolink line, the resulting vibration levels at these developments could reach up to 82 VdB (0.05 in/sec PPV) (FTA, 2006). It should be noted that the vibration level of 82 VdB is a conservative estimate, as trains making a stop at the Baldwin Park Metrolink Station would be coming in at much lower speeds than 50 mph when entering the Specific Plan area. However, because not all trains would make a stop at the Baldwin Park Metrolink Station, it is assumed for the purpose of conducting a worst-case analysis that these trains could be traveling at speeds up to 50 mph.

Metrolink currently operates 38 passenger trains and UPRR operates four freight trains daily through this area, with the trains running 24 hours a day for seven days a week. Thus, a total of 42 vibration events could be experienced by land uses that are located in the immediate vicinity of the Metrolink line. Under FTA criteria, vibration events occurring between 30 and 70 times per day are considered to be occasional events. As discussed previously, under conditions where there are an occasional number of vibration events per day, the FTA has established a threshold of 75 VdB for residences and buildings where people normally sleep. Thus, because future mixed use developments associated with the proposed project could be exposed to vibration levels that exceed 75 VdB from the trains traveling through the Specific Plan area, impacts on these future developments would be potentially significant. To reduce this impact, Mitigation Measure NOI-5 would be implemented to require all future mixed use developments with a residential component

located within 150 feet of the Metrolink line to conduct a vibration analysis to ensure that these future developments would not be exposed to a vibration level exceeding 75 VdB from trains traveling through the Baldwin Park Metrolink Station.[4] With implementation of Mitigation Measure NOI-5, impacts from vibration related to the Metrolink track usage would be reduced to a less-than-significant level.

Mitigation Measure:

Mitigation Measure NOI-5: Prior to City approval of developments including residential uses within the Specific Plan area that are located within 150 feet of the Metrolink line, the applicant shall be required to provide evidence to the City Planning Division that the residential uses of the mixed-use development would not be exposed to vibration levels exceeding 75 VdB (0.02 in/sec PPV) from the Metrolink tracks. Where this vibration criteria is exceeded for a mixed use development, the applicant must implement measures to reduce the vibration levels to below 75 VdB, which may include, but is not limited to, the design of adequate setback distances.

Significance after Mitigation: Less than significant

Impact 3.8-3: Implementation of the project could result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project.

The noise environment in the City of Baldwin Park are primarily transportation-related, with local traffic being the most significant source of community noise. Within the Specific Plan area, major roadways that have been identified in the City's General Plan Noise Element that carry substantial traffic volumes include Ramona Boulevard, Badillo Street, Baldwin Park Boulevard, Pacific Avenue, and Maine Avenue. Because the project includes development of residential, mixed-use, open space and civic uses that would generate additional population within the Specific Plan, most of the permanent noise levels that would be generated would primarily be traffic-generated noise. The Specific Plan would contribute to an increase in local traffic volumes, which results in higher noise levels along local roadways. Based on the traffic study prepared for the proposed project, included as Appendix D of this EIR, in combination with an analysis of the surrounding land uses, roadway noise levels were forecasted to determine if the proposed Specific Plan's vehicular traffic would result in a substantial increase in noise at receptor locations located within and in proximity to the Specific Plan area.

The increases in noise levels at selected roadway segments are identified in **Table 3.8-13**, as shown traffic noise levels within and in proximity to the Specific Plan area would slightly increase with build out of the proposed Specific Plan.

[4] Based on FTA's data on groundborne vibration levels generated by locomotive powered trains, vibration levels would be below 75 VdB for trains traveling at 50 mph at a distance of 150 feet from the track centerline.

TABLE 3.8-13
ROADWAY NOISE LEVELS WITH PROJECT

	Existing	Existing Plus Project			
Roadway Segment	**Noise Level at 50 feet from Roadway Center Line (dBA CNEL)**		**Noise Increase**	**Significance Threshold**	**Significant Impact?**
Ramona Boulevard					
West of Merced Avenue	69.4	69.8	0.4	5.0	No
East of Merced Avenue	69.2	69.6	0.4	5.0	No
West of Stewart Avenue	69.1	69.5	0.4	5.0	No
East of Stewart Avenue	69.0	69.5	0.5	5.0	No
West of Baldwin Park Boulevard	69.6	70.0	0.4	5.0	No
East of Baldwin Park Boulevard	68.8	69.6	0.8	5.0	No
West of Cesaer Chavez Drive	68.9	69.5	0.6	5.0	No
East of Cesaer Chavez Drive	68.7	70.3	0.6	5.0	No
West of Maine Avenue	68.9	70.2	1.3	5.0	No
East of Maine Avenue	68.6	69.1	0.5	5.0	No
West of Bogart Avenue	67.9	68.5	0.6	5.0	No
East of Bogart Avenue	68.3	68.9	0.6	5.0	No
West of Downing Avenue	68.2	68.8	0.6	5.0	No
East of Downing Avenue	68.4	68.9	0.5	5.0	No
West of Badillo Street	68.4	68.9	0.5	5.0	No
North of Badillo Street	62.1	63.0	0.9	5.0	No
Badillo Street					
West of Puente Avenue	69.0	69.4	0.4	5.0	No
East of Puente Avenue	68.4	68.8	0.4	5.0	No
Los Angeles Street					
West of Maine Avenue	68.1	68.2	0.1	5.0	No
East of Maine Avenue	67.1	67.1	0.0	5.0	No
Clark Street					
West of Maine Avenue	59.6	59.9	0.3	5.0	No
East of Maine Avenue	58.7	59.0	0.3	5.0	No
Palmrose Street					
East of Maine Avenue	52.7	52.7	0.0	5.0	No
Bogart Avenue					
East of Pacific Avenue	54.7	57.2	2.5	5.0	No
Downing Avenue					
West of Pacific Avenue	49.3	49.3	0.0	5.0	No
East of Pacific Avenue	57.1	57.6	0.5	5.0	No
Big Dalton Avenue					
West of Pacific Avenue	57.0	57.0	0.0	5.0	No
East of Pacific Avenue	41.3	41.3	0.0	5.0	No
Baldwin Park Boulevard					
West of Merced Avenue	68.5	69.0	0.5	5.0	No
East of Merced Avenue	68.7	69.2	0.5	5.0	No
Merced Avenue					
North of Ramona Boulevard	64.3	64.3	0.0	5.0	No
South of Ramona Boulevard	64.4	64.4	0.0	5.0	No
North of Baldwin Park Boulevard	64.8	64.9	0.1	5.0	No
South of Baldwin Park Boulevard	66.1	66.2	0.1	5.0	No

TABLE 3.8-13
ROADWAY NOISE LEVELS WITH PROJECT

Roadway Segment	Existing	Existing Plus Project	Noise Increase	Significance Threshold	Significant Impact?
	Noise Level at 50 feet from Roadway Center Line (dBA CNEL)				
Stewart Avenue					
North of Ramona Boulevard	58.9	58.9	0.0	5.0	No
South of Ramona Boulevard	57.7	57.7	0.0	5.0	No
Baldwin Park Boulevard					
North of Ramona Boulevard	67.9	68.2	0.3	5.0	No
South of Ramona Boulevard	68.1	68.8	0.7	5.0	No
Cesaer Chavez Drive					
North of Ramona Boulevard	55.1	55.7	0.6	5.0	No
Maine Avenue					
North of Los Angeles Street	66.7	66.9	0.2	5.0	No
South of Los Angeles Street	64.0	64.2	0.2	5.0	No
North of Clark Street	63.9	64.1	0.2	5.0	No
South of Clark Street	64.0	64.1	0.1	5.0	No
North of Palmrose Street	64.1	64.5	0.4	5.0	No
South of Palmrose Street	64.0	64.4	0.4	5.0	No
North of Ramona Boulevard	63.9	64.9	1.0	5.0	No
South of Ramona Boulevard	64.0	65.1	1.1	5.0	No
Pacific Avenue					
North of Bogart Avenue	69.1	69.7	0.6	5.0	No
South of Bogart Avenue	69.1	69.7	0.6	5.0	No
North of Downing Avenue	69.1	69.7	0.6	5.0	No
South of Downing Avenue	69.1	69.7	0.6	5.0	No
North of Big Dalton Avenue	69.0	69.6	0.6	5.0	No
South of Big Dalton Avenue	68.9	69.5	0.6	5.0	No
Bogart Avenue					
North of Ramona Boulevard	57.7	58.0	0.3	5.0	No
South of Ramona Boulevard	53.5	54.2	0.7	5.0	No
Downing Avenue					
North of Ramona Boulevard	53.6	53.9	0.3	5.0	No
South of Ramona Boulevard	55.2	55.5	0.3	5.0	No
Lozano Drive					
South of Ramona Boulevard	47.6	47.6	0.0	5.0	No
Puente Avenue					
North of Badillo Street	58.0	58.2	0.2	5.0	No
South of Badillo Street	61.4	61.6	0.2	5.0	No

SOURCE: The Mobility Group, 2014.

As shown in Table 3.8-13, the traffic volumes introduced by build out of the proposed Specific Plan would increase local noise levels by a maximum of 2.5 dBA CNEL at the roadway segments of Bogart Avenue, east of Pacific Avenue. As the noise increases would not exceed the identified thresholds of significance, these traffic noise impacts would be less than significant. In addition,

as the other roadway segments that are located even further away from the Specific Plan area than those analyzed in Table 3.8-13 would experience less traffic increases due to the proposed project, the increase in local noise levels at those roadway segments would also not exceed the identified thresholds of significance, and impacts would be less than significant.

Mitigation Measures: No mitigation required

Significance Determination: Less than significant

Impact 3.8-4: Implementation of the project could result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project.

During implementation of the proposed Specific Plan, temporary or periodic increases in noise levels in the Specific Plan area would result primarily from construction activities associated with the proposed residential and non-residential developments. As individual development projects would be spread over the proposed Specific Plan's 20-year build out period and occur, the construction activities for each new development would expose their respective nearby existing uses to increased noise levels. Construction noise impacts associated with each new individual development would be short-term in nature and limited only to the period of time when construction activity is taking place for that particular development.

As the Specific Plan area is currently built with existing land uses, the new developments associated with the project would likely be constructed immediately adjacent to existing structures within the Specific Plan area. Given this proximity, these existing land uses in the Specific Plan area would be exposed to construction-related noise levels that are greater than the existing ambient noise levels. Based on the noise levels for general outdoor construction activities shown in Table 3.8-9, noise levels at adjacent off-site receptors that are located within 50 feet of a construction site could reach up to 89 dBA L_{eq} or above. Under conditions where the distance between a new development and an existing land use is closer than 50 feet, the construction noise levels experienced by the existing land use would be even greater.

Through the environmental review and development permit process, the City will consider all future discretionary developments associated with the proposed Specific Plan on a case-by-case basis to ascertain whether an individual development would generate a substantial temporary or periodic increase in ambient noise levels on its surrounding off-site uses. When necessary, the City would require the implementation of mitigation measures to minimize noise levels and reduce potentially significant impacts. However, for the purposes of this EIR, it is assumed that there would likely be future developments associated with the proposed project in the Specific Plan area that would be located in close enough proximity to existing land uses such that the construction noise levels generated would result in a substantial temporary increase in ambient noise levels at those existing land uses. Mitigation Measures NOI-6 through NOI-9 would be implemented to reduce construction-noise impacts on existing sensitive receptors to the maximum extent feasible, under circumstances where future construction sites within the Specific Plan area are located immediately adjacent to existing sensitive land uses, the noise impacts

related to a substantial temporary or periodic increase in ambient noise levels above levels existing without the proposed project would remain significant. Therefore, this impact would be significant and unavoidable.

Mitigation Measures

Mitigation Measure NOI-6: The City shall ensure that project approvals within the Specific Plan area state that equipment and trucks used for project construction shall utilize the best available noise control techniques (e.g., improved mufflers, equipment redesign, use of intake silencers, ducts, engine enclosures and acoustically-attenuating shields or shrouds). This shall be implemented through conduction of a preconstruction meeting between the City's job inspector(s) and the general contractor or onsite project manager to confirm that noise and vibration mitigation and practices (including construction hours, sound mufflers on equipment, neighborhood notification, posted signs, etc.) are implemented. In addition, the City shall ensure that project approvals within the Specific Plan area require project applicants to designate a construction relations officer to enforce the construction noise minimization measures and serve as a liaison with surrounding residents and property owners and be responsible for responding to any concerns regarding construction noise and vibration. The liaison's telephone number(s) shall be prominently displayed at construction locations.

Mitigation Measure NOI-7: The City shall ensure that project approvals within the Specific Plan area include design measures to reduce the construction noise levels, which may include, but are not limited to, locating stationary construction equipment and construction staging as far from adjacent receptors as possible, muffling noisy activities with an enclosed temporary sheds, incorporating noise barriers/curtains, reduction in the amount of equipment that would operate concurrently at the development site, or other similar measures.

Mitigation Measure NOI-8: The City shall ensure that project approvals within the Specific Plan area require that the use of construction equipment or construction methods with the greatest peak noise generation potential shall be minimized. Examples include the use of drills and jackhammers. When impact tools (e.g., jack hammers, pavement breakers, and caisson drills) are necessary, they shall be hydraulically or electrically powered wherever possible to avoid noise associated with compressed air exhaust from pneumatically powered tools. Where use of pneumatic tools is unavoidable, an exhaust muffler on the compressed air exhaust shall be used; this muffler can lower noise levels from the exhaust by up to about 10 dBA. External jackets on the tools themselves shall be used where feasible; this could achieve a reduction of 5 dBA. Quieter procedures, such as use of drills rather than impact tools, shall be used whenever feasible.

Mitigation Measure NOI-9: If pile driving activity is determined to be required as part of the construction activities, then:

- Pile driving and other extreme noise generating activities shall be limited to between 8:00 am and 4:00 pm, Monday through Friday;
- Alternate "quiet" pile driving technology (such as pre-drilling of piles, use of vibratory or hydraulic equipment instead of impact pile drivers, the use of more than one pile driver to

shorten the total pile driving duration) shall be implemented, where feasible, in consideration of geotechnical and structural requirements and conditions; and

- Neighbors within 300 feet of project construction involving pile-driving shall be notified at least 30 days in advance of pile-driving activities about the estimated duration of the activity.

Significance after Mitigation: Significant and unavoidable.

Cumulative Impacts

Cumulative noise and vibration impacts are primarily analyzed in terms of impacts within the Specific Plan area, as these impacts are primarily confined to local areas. The Specific Plan area is fully urbanized, and 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 City's Downtown area. The construction activities associated these new developments in the Specific Plan area would generate elevated noise and vibration levels in the immediate vicinity of each development site. Noise is by definition a localized phenomenon, and significantly reduces in magnitude as distance from the source increases. Consequently, only projects and growth due to occur in the immediately adjacent areas would be likely to contribute to cumulative noise impacts.

Increases in noise at sensitive uses would occur as a result of construction activities under the proposed project. All construction projects in the City would be required to comply with Section 130.04 of the City's municipal code, which limits any act of construction, reconstruction, or demolition of any building or structure, including, but not limited to, grading operations at any lot located in the City to between the hours of 7:00 am to 7:00 pm. Construction noise would be temporary, and Mitigation Measures NOI-2 through NOI-9 are provided to reduce the impact of the noise levels generated. Aside from future development projects associated with the proposed Specific Plan, two other related projects (related projects #7 and #10) that consist of residential and commercial uses are also located within the Specific Plan area. As such, the construction activities for these two related projects could also potentially coincide with the construction activities for future development projects associated with the proposed Specific Plan. While implementation of Mitigation Measures NOI-2 though NOI-9 would require implementation of noise reduction devices and techniques during construction activities, which would reduce construction noise levels and would reduce the potential of projects resulting in a cumulative noise impacts to be less than cumulatively considerable.

Construction of new development in the Specific Plan area would also produce temporary vibration impacts by exposing adjacent land uses to elevated vibration levels. As discussed, implementation of Mitigation Measures NOI-6 through NOI-9 would reduce impacts related to excessive groundborne vibration levels at sensitive receptors during construction from each development project, such that a cumulative combination of vibration effects would be less than considerable.

Through implementation of development specific environmental review and development permit process, the City would consider all future proposed developments in the Specific Plan area to ascertain whether the operational noise levels generated by an individual development could result in exceedance of the City's noise standards, which regulate the appropriate location for various types of uses in relation to noise generation. Development permits are provided pursuant to the applicant's compliance with City Municipal Codes related to noise, which are provided to reduce potential noise impacts. With implementation of the existing City noise regulations, operational noise from the development of new land uses within the Specific Plan area would not combine with related projects to result in a cumulatively considerable increase in ambient noise from operating land uses.

The primary noise source contributing to cumulative operational noise levels from future development projects under the proposed Specific Plan and related projects would be traffic. Cumulative mobile source noise impacts would occur primarily as a result of increased traffic on local roadways due to implementation of the proposed project, ambient growth, and other developments in the City. Therefore, cumulative traffic-generated noise impacts have been assessed based on the contribution of the proposed project to the future cumulative base traffic volumes on the roadway segments located within and in proximity to the Specific Plan area. The noise levels associated with existing traffic volumes and cumulative traffic volumes are identified in **Table 3.8-14**.

TABLE 3.8-14
CUMULATIVE ROADWAY NOISE IMPACTS

	Noise Levels in dBA CNEL[a]						
Roadway Segment	**Existing (2014) Traffic Volumes**	**Future (2035) Without Project Traffic Volumes[b]**	**Future (2035) With Project Traffic Volumes[c]**	**Cumulative Increase**	**Significance Threshold**	**Significant?**	**Project Contribution to Cumulative Increase**
Ramona Boulevard							
West of Merced Avenue	69.4	69.8	70.2	0.8	5.0	No	0.4
East of Merced Avenue	69.2	69.6	70.1	0.9	5.0	No	0.5
West of Stewart Avenue	69.1	69.5	70.0	0.9	5.0	No	0.5
East of Stewart Avenue	69.0	69.5	69.9	0.9	5.0	No	0.4
West of Baldwin Park Boulevard	69.6	70.0	70.4	0.8	5.0	No	0.4
East of Baldwin Park Boulevard	68.8	69.3	70.0	1.2	5.0	No	0.7
West of Cesaer Chavez Drive	68.9	69.4	69.9	1.0	5.0	No	0.5
East of Cesaer Chavez Drive	68.7	69.2	70.7	2.0	5.0	No	1.5
West of Maine Avenue	68.9	69.4	70.6	1.7	5.0	No	1.2
East of Maine Avenue	68.6	69.0	69.5	0.9	5.0	No	0.5
West of Bogart Avenue	67.9	68.4	68.9	1.0	5.0	No	0.5
East of Bogart Avenue	68.3	68.8	69.3	1.0	5.0	No	0.5
West of Downing Avenue	68.2	68.7	69.2	1.0	5.0	No	0.5
East of Downing Avenue	68.4	68.8	69.3	0.9	5.0	No	0.5
West of Badillo Street	68.4	68.8	69.3	0.9	5.0	No	0.5
North of Badillo Street	62.1	62.5	63.4	1.3	5.0	No	0.9
Badillo Street							
West of Puente Avenue	69.0	69.5	69.8	0.8	5.0	No	0.3
East of Puente Avenue	68.4	68.8	69.2	0.8	5.0	No	0.4
Los Angeles Street							
West of Maine Avenue	68.1	68.5	68.5	0.4	5.0	No	0.0
East of Maine Avenue	67.1	67.5	67.5	0.4	5.0	No	0.0
Clark Street							
West of Maine Avenue	59.6	60.0	60.2	0.6	5.0	No	0.2
East of Maine Avenue	58.7	59.0	59.3	0.6	5.0	No	0.3
Palmrose Street							
East of Maine Avenue	52.7	53.1	53.1	0.4	5.0	No	0.0
Bogart Avenue							
East of Pacific Avenue	54.7	56.4	58.2	3.5	5.0	No	1.8
Downing Avenue							
West of Pacific Avenue	49.3	49.6	49.6	0.3	5.0	No	0.0
East of Pacific Avenue	57.1	57.4	57.9	0.8	5.0	No	0.5

	Noise Levels in dBA CNEL[a]						
Roadway Segment	**Existing (2014) Traffic Volumes**	**Future (2035) Without Project Traffic Volumes[b]**	**Future (2035) With Project Traffic Volumes[c]**	**Cumulative Increase**	**Significance Threshold**	**Significant?**	**Project Contribution to Cumulative Increase**
Big Dalton Avenue							
West of Pacific Avenue	57.0	57.4	57.4	0.4	5.0	No	0.0
East of Pacific Avenue	41.3	41.3	41.3	0.0	5.0	No	0.0
Baldwin Park Boulevard							
West of Merced Avenue	68.5	69.3	69.6	1.1	5.0	No	0.3
East of Merced Avenue	68.7	69.4	69.8	1.1	5.0	No	0.4
Merced Avenue							
North of Ramona Boulevard	64.3	64.7	64.7	0.4	5.0	No	0.0
South of Ramona Boulevard	64.4	64.8	64.8	0.4	5.0	No	0.0
North of Baldwin Park Boulevard	64.8	65.3	65.3	0.5	3.0	No	0.0
South of Baldwin Park Boulevard	66.1	66.5	66.6	0.5	5.0	No	0.1
Stewart Avenue							
North of Ramona Boulevard	58.9	59.3	59.3	0.4	5.0	No	0.0
South of Ramona Boulevard	57.7	58.0	58.0	0.3	5.0	No	0.0
Baldwin Park Boulevard							
North of Ramona Boulevard	67.9	68.5	68.8	0.9	5.0	No	0.3
South of Ramona Boulevard	68.1	68.8	69.4	1.3	5.0	No	0.6
Cesaer Chavez Drive							
North of Ramona Boulevard	55.1	55.5	56.0	0.9	5.0	No	0.5
Maine Avenue							
North of Los Angeles Street	66.7	67.3	67.4	0.7	3.0	No	0.1
South of Los Angeles Street	64.0	64.6	64.8	0.8	3.0	No	0.2
North of Clark Street	63.9	64.5	64.7	0.8	5.0	No	0.2
South of Clark Street	64.0	64.5	64.7	0.7	5.0	No	0.2
North of Palmrose Street	64.1	64.7	65.0	0.9	5.0	No	0.3
South of Palmrose Street	64.0	64.6	64.9	0.9	5.0	No	0.3
North of Ramona Boulevard	63.9	64.5	65.4	1.5	5.0	No	0.9
South of Ramona Boulevard	64.0	64.6	65.6	1.6	5.0	No	1.0
Pacific Avenue							
North of Bogart Avenue	69.1	69.7	70.2	1.1	5.0	No	0.5
South of Bogart Avenue	69.1	69.7	70.2	1.1	5.0	No	0.5
North of Downing Avenue	69.1	69.7	70.2	1.1	5.0	No	0.5
South of Downing Avenue	69.1	69.7	70.2	1.1	5.0	No	0.5
North of Big Dalton Avenue	69.0	69.6	70.1	1.1	5.0	No	0.5
South of Big Dalton Avenue	68.9	69.5	70.0	1.1	5.0	No	0.5

Roadway Segment	Noise Levels in dBA CNEL[a] Existing (2014) Traffic Volumes	Future (2035) Without Project Traffic Volumes[b]	Future (2035) With Project Traffic Volumes[c]	Cumulative Increase	Significance Threshold	Significant?	Project Contribution to Cumulative Increase
Bogart Avenue							
North of Ramona Boulevard	57.7	58.1	58.4	0.7	5.0	No	0.3
South of Ramona Boulevard	53.5	54.1	54.7	1.2	5.0	No	0.6
Downing Avenue							
North of Ramona Boulevard	53.6	53.9	54.2	0.6	5.0	No	0.3
South of Ramona Boulevard	55.2	55.6	55.8	0.6	5.0	No	0.2
Lozano Drive							
South of Ramona Boulevard	47.6	48.1	48.1	0.5	5.0	No	0.0
Puente Avenue							
North of Badillo Street	58.0	58.4	58.5	0.5	5.0	No	0.1
South of Badillo Street	61.4	61.8	62.0	0.6	5.0	No	0.2

a Values represent noise levels at 50 feet from the centerline of each roadway.

b The "Future (2035) Without Project Traffic Volumes" accounts for ambient growth and other developments in the City that would occur at the proposed project buildout year, and represents the cumulative base traffic volumes.

c The "Future (2035) With Project Traffic Volumes" accounts for growth from implementation of the proposed project, ambient growth, and other developments in the City.

TRAFFIC INFORMATION SOURCE: The Mobility Group, 2014.
TABLE SOURCE: ESA, 2015. Calculation data and results are provided in Appendix D.

As shown, cumulative development in 2035 would increase local noise levels by a maximum of 3.5 dBA CNEL at the segment of Bogart Avenue, east of Pacific Avenue, which would not exceed 5.0 dBA CNEL. All of the remaining roadways analyzed would also not be exposed to noise increases that would exceed 5.0 dBA CNEL. Therefore, the cumulative impact associated with mobile source noise at all of the analyzed roadway segments would be less than significant. Additionally, implementation of the proposed project would only increase the cumulative base traffic noise levels by a maximum of 1.8 dBA CNEL at the roadway segment of Bogart Avenue, east of Pacific Avenue, while all of the other remaining analyzed roadway segments would experience even lower noise increases from the proposed project.

Significance Determination: Less than cumulatively considerable.

References – Noise

California Department of Transportation (Caltrans). 1998. Technical Noise Supplement (TeNS), A Technical Supplement to the Traffic Noise Analysis Protocol. October.

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

Federal Transit Administration (FTA). 2006. Transit Noise and Vibration Impact Assessment. May.

Metrolink. 2015. Comment letter for: City of Baldwin Park Downtown TOD Specific Plan. February.

The Mobility Group. 2014. City of Baldwin Park Downtown TOD Specific Plan EIR, Draft Traffic Study. December.

Office of Planning and Research. 2003. State of California Genera Plan Guidelines. October.

3.9 Population and Housing

Introduction

This section evaluates the potential population and housing impacts of the proposed Specific Plan. The section describes the local area's existing and projected population, employment, and housing conditions. It also evaluates the project's population and housing impacts in relationship to local plans and applicable population and household growth and policies established by SCAG for the San Gabriel Valley Association of Governments (San Gabriel Valley) Subregion.

3.9.1 Environmental Setting

Population

The City of Baldwin Park had an estimated population in 2013 of 76,635 (Census, 2014). **Table 3.9-1** shows recent total population growth trends and current total population estimates for the City of Baldwin Park and the County of Los Angeles as a whole.

TABLE 3.9-1
HISTORICAL POPULATION GROWTH FOR CITY OF BALDWIN PARK AND LOS ANGELES COUNTY (1990 – 2035)

	1990	2000	2010	% Change (1990 – 2010)	% Change (2000 – 2010)
Baldwin Park	69,300	75,837	75,390	8.8%	-0.6%
Los Angeles County	8,878,157	9,519,338	9,818,605	10.6%	3.14%

SOURCES: U.S. Census Bureau, 1990; U.S. Census Bureau, 2000; U.S. Census Bureau, 2010, SCAG, 2012

Between 1990 and 2010, the total population in Baldwin Park increased at approximately the same rate (8.8 percent) as Los Angeles County as a whole (10.6 percent). Since 2000, however, the City's population growth rate (-0.6 percent overall) has slowed considerably compared to that for the County (3.14 percent overall). This decline in population within the City of Baldwin Park and Los Angeles County parallels the decline in population in California as a whole from 2000-2007 (LAEDC, 2010).

Housing

As provided in Table 2-4 in Section 2.0, *Project Description*, the Specific Plan area currently contains 101 residential units. According to the U.S. Census Bureau's survey sample-based estimates (U.S. Census Bureau, 2013), the size of the City of Baldwin Park's housing stock grew by about 1,891 units between 2000 and 2013, but the composition of the housing stock remained about the same. Single-family detached residences account for more than two-thirds (71.40 percent) of the City's housing stock, including many that are rented, since only about 55 percent of the stock is owner-occupied. The median household income grew modestly over the 13-year

period by $9,807, but the median home value increased 113 percent and median gross rent increased by approximately 58 percent (U.S. Census Bureau, 2000, 2013).

Baldwin Park's housing stock is also characterized by older buildings, large households, and significant overcrowding. As of 2013, about 80 percent of the housing units were in structures that are 30 or more years old, nearly one-quarter of the occupied units (23 percent) were moderately to severely overcrowded by census standards, and average household sizes were among the largest in the County at 4.4 people per household (U.S. Census Bureau, 2013).

These trends and characteristics, and similar data for Los Angeles County, are shown in **Table 3.9-2**.

TABLE 3.9-2
HOUSING STOCK CHARACTERISTICS IN THE CITY OF BALDWIN PARK AND LOS ANGELES COUNTY, 2000 AND 2013

	Baldwin Park				Los Angeles County			
	2000		2013		2000		2013	
Characteristic	No.	%	No.	%	No.	%	No.	%
Total Units	17,429	100.0%	19,320	100.0%	3,270,909	100.0%	3,462,431	100.0%
Occupied Units	16,961	97.3%	17,758	91.9%	3,133,774	95.8%	3,247,705	93.8%
Owner-Occupied	10,349	61.0%	10,679	60.1%	1,499,744	45.9%	1,477,894	45.5%
Renter-Occupied	6,612	39.0%	7,079	39.9%	1,634,030	49.9%	1,769,811	54.5%
Vacancy Rate	2.7%		9.3%		4.2%		4.8%	
Units in Structure								
SF Detached	11,746	67.4%	13,788	71.4%	1,593,516	48.7%	1,716,977	49.6%
SF Attached	1,861	10.7%	2,450	12.7%	241,571	7.4%	223,727	6.5%
MF 2-4 Units	601	3.4%	827	4.3%	287,524	8.8%	276,725	8.0%
MF 5+ Units	2,878	16.5%	2,116	10.9%	1,091,677	33.4%	1,191,274	34.4%
Mobile Homes/Other	343	2.0%	139	0.7%	56,621	1.7%	53,728	1.5%
Median Price	$146,400		$419,700		$209,300		$574,100	
Median Monthly Rent	$724		$1,145		$704		$1,205	
Median Household Income	$41,629		$49,755		$42,189		$54,529	
Average Household Size (persons)	4.43		4.40		2.98		3.2	

SOURCE: U.S. Census, 2000; U.S. Census, 2013.

Between 2000 and 2012, permits were issued for 752 new residential units, or approximately 63 units per year (SCAG, 2012). Of those units, 673 were issued for new single family homes as shown in **Table 3.9-3**, and 21.2 percent of those were issued between 2010 and 2012 (CIRB, 2000-2012). This implies less growth in the City's housing stock in recent years than the U.S. Census Bureau *estimate* described above.

TABLE 3.9-3
NEW RESIDENTIAL HOUSING UNITS WITH BUILDING PERMITS IN BALDWIN PARK (2000 – 2006)

Year	Single-Family	Multi-Family	Total New Housing Units
2000	27	3	30
2001	61	4	65
2002	91	70	161
2003	74	0	74
2004	136	15	151
2005	31	3	34
2006	73	6	79
2007	21	0	21
2008	11	0	11
2009	6	0	6
2010	10	0	10
2011	62	0	62
2012	70	0	70
Total	**673**	**101**	**774**

SOURCE: Construction Industry Research Board, 2000-2012

As provided in Section 2.0, *Project Description*, the Specific Plan area currently contains 101 residential units. Assuming 4.4 persons per household (consistent with the census average), the plan area is estimated to have approximately 444 residents.

Employment

According to the Proposed 2012-2035 Regional Transportation Plan and Sustainable Communities Strategy Growth Forecast prepared by SCAG, there were 18,147 jobs in 2007 (California Employment Development Department, 2007-2012; InfoGroup, SCAG). In 2012, there were 16,987 jobs in the City, a decrease of 6.4 percent from 2007. An estimated 9.4 percent of those jobs were projected to be in retail, 5.3 in construction, 30.6 percent in education, and 54.7 percent in other sectors (SCAG, 2012). Baldwin Park's share of total jobs in the San Gabriel Valley Subregion is 2.5 percent.

The median household income in the City was $43,546 in 2010, slightly under the average for the San Gabriel Valley ($43, 960), both of which were below the countywide average ($53,559) (SCAG, 2012, California EDD).

As provided in Section 2.0, *Project Description*, the Specific Plan area currently contains 289,136 square feet of non-residential employment generating uses.

Future Population, Household and Employment Projections

SCAG produces socioeconomic projections, which are used by SCAG to develop planning documents, such as the RTP, AQMP, and Regional Housing Plan. As shown in **Table 3.9-4**, SCAG projects that the City of Baldwin Park's 2035 population will increase to 82,200 (9.0 percent); the number of households will increase 18,600 (8.1 percent); and the total number of jobs will increase to 19,200 (16.1 percent). SCAG projections show that the City of Baldwin Park's population, number of households, and jobs will grow much more slowly than in the Subregion as a whole over the projection period. More specifically, the SCAG forecast is for the San Gabriel Valley Subregion's 2035 population to increase to 2.1 million (17.7 percent); the number of households in 2035 will increase to 637,000 (13.4 percent); and the total number of jobs in 2035 will increase to 930,914 (16.1 percent).

TABLE 3.9-4
POPULATION, HOUSEHOLDS AND JOBS PROJECTIONS FOR BALDWIN PARK AND THE SAN GABRIEL VALLEY SUBREGION, 2008[1] TO 2035

Geographic Area	2008[1]	2020	2035	2008 – 2020 Change	2008 – 2020 Percent Change	2020 – 2035 Change	2020 – 2035 Percent Change	2008 – 2035 Change	2008 – 2035 Percent Change
Total Population									
Baldwin Park	75,400	78,200	82,200	2,800	3.7%	4,000	5.1%	6,800	9.0%
SGV Subregion	1,802,000	1,921,000	2,121,000	319,000	17.7%	200,000	10.4%	319,000	17.7%
Total Households[2]									
Baldwin Park	17,200	17,900	18,600	700	4.0%	700	3.9%	1,400	8.1%
SGV Subregion	552,000	589,000	637,000	37,000	6.7%	48,000	8.14%	85,000	13.4%
Total Jobs									
Baldwin Park	17,600	18,300	19,200	700	4.0%	900	4.9%	1,600	9.0%
SGV Subregion	801,131	872,439	930,419	70,308	8.9%	57,980	6.7%	129,288	16.1%
Jobs to Households Ratio									
SGV Subregion	1.386	1.409	1.322	0.023	1.7%	-0.087	-6.2%	-0.064	-4.6%

1 Values for 2007 and 2013 are based on straight-line interpolations between 2005 and 2010, and 2010 and 2015, respectively, in the SCAG forecast.
2 The number of households is equivalent to the number of occupied housing units.

SOURCE: SCAG, 2012.

3.9.2 Regulatory Setting

This subsection summarizes relevant population and housing policies contained in SCAG's RCP and RTP/SCS, the Southern California Compass Growth Vision, and the RHNA, as wells as the City of Baldwin Park's General Plan.

Regional Southern California Association of Governments

SCAG is the federally-designated MPO for the six-county Southern California region consisting of Los Angeles, Ventura, Orange, San Bernardino, Riverside, and Imperial counties. SCAG is

responsible for developing regional plans for transportation, growth management, and hazardous waste management, and a regional growth forecast that is the foundation for these plans as well as for the regional air quality plan developed by the South Coast Air Quality Management District (SCAQMD). SCAG prepares several plans to address regional growth, including the RCPG, the Southern California Compass Growth Vision, the RHNA, the RTP, the RTIP, and annual State of the Region reports to measure progress toward achieving regional planning goals and objectives.

Regional Comprehensive Plan and Guide

The RCP, which was adopted by SCAG in 2008, is a major advisory plan prepared by SCAG that addresses important regional issues like housing, traffic/transportation, water, and air quality. The RCP serves as a framework for decision-making by local governments, assisting them in meeting federal and state mandates for growth management, mobility, and environmental standards, while maintaining consistency with regional goals regarding growth and changes through the year 2035 and beyond (SCAG, 2008). Further, the RCP lays the groundwork for the more robust 2012 update of the Regional Transportation Plan (RTP), and recommends key roles and responsibilities for public and private sector stakeholders and invites them to implement reasonable policies that are within their control.

The RCP, like several other SCAG policy documents, divides the six-county region into 14 subregions. Some subregions consist of entire counties (e.g., Orange, San Bernardino, Imperial, and Ventura counties), while others include multiple sub-county areas (e.g., Los Angeles and Riverside counties). The project site is located within the San Gabriel Valley Subregion, one of eight subregions in Los Angeles County.

The RCP consists of chapters that contain goals, policies, implementation strategies, and technical data that support the overall vision for the region, which is to foster a southern California region that addresses future needs while recognizing the interrelationship between economic prosperity, natural resource sustainability, and quality of life. The Land Use and Housing chapter of the RCP are particularly relevant to population and housing.

The Land Use and Housing Chapter includes advisory strategies for linking land use and housing to transportation planning, and how the choices we make about how land should be used and what kinds of buildings we construct. Its goals include maximizing the efficiency of the existing and planned transportation network, providing necessary amount and mix of housing for a growing population, enable a diverse and growing economy and protect important natural resources.

As part of a triennial process of updating the federally mandated RTP, SCAG is responsible for producing socioeconomic forecasts and developing, refining, and maintaining macro and small-scale forecasting models. These forecasts are developed in close consultation with a Technical Advisory Committee comprised of local government and other public agencies, DOF, County Transportation Commissions and other major stakeholders. The forecasts are developed in five-year increments through the year 2035. The forecast is relied upon for preparation of the RTP, the AQMP, RTIP, and the RHNA. Consistency with the growth forecast, at the subregional level, is

one criterion that SCAG uses in exercising its federal mandate to review "regionally significant" development projects for conformity with regional plans. SCAG's current forecast is the one prepared for the 2012-2035 RTP, which utilizes 2010 Census data as a baseline.

Based on SCAG's 2012 Forecast (included in Table 3.2-5 above), the San Gabriel Valley Subregion had approximately 552,000 households in 2008. By 2020, SCAG forecasts an increase to 589,000 households and a further increase to 637,000 in 2035. These household forecasts represent a growth of approximately 85,000 additional households (13.4 percent) within the San Gabriel Valley Subregion between 2008 and 2035.

SCAG Southern California Compass Growth Vision Report

The SCAG Southern California Compass Growth Vision Report (Compass Growth Vision), published in June 2004, presents a comprehensive growth vision for the six-county SCAG region, as well as achievements in the process of developing the growth vision. It details the evolution of the draft vision from the study of emerging growth trends and systematic modeling of the effects of alternative growth pattern scenarios on transportation systems, land consumption, and other factors.

The Compass Growth Vision Report notes that population and household growth trends, and existing housing conditions point to an unmet demand for a greater diversity of housing throughout the six-county region. For example, while existing multi-family units account for a substantial proportion of the overall supply (i.e., approximately 40 percent), multi-family buildings are being added to the total housing stock at a much lower proportion. As a result, the demand for multi-family housing (e.g., from young adults and seniors, etc.) is outpacing multi-family housing production.

Local City of Baldwin Park 2020 General Plan

Adopted in November 2002, the City of Baldwin Park 2020 General Plan contains policies that regulate the use of land within the City, including the project site and its vicinity, and provides a long-term vision for the future physical evolution of the City as it seeks to achieve its desired future (City of Baldwin Park, 2002). Following are goals and policies of the Economic Development Element and the Housing Element that are relevant to the project.

Economic Development Element

The Economic Development Element guides economic development planning and initiatives, consistent with the other Elements of the City's General Plan. It identifies the economic factors affecting the City of Baldwin Park, presents economic development goals and policies, and identifies how the Economic Development Plan will help the City achieve its goals. The goals in the Economic Development Element that are relevant to population, housing and employment issues and the proposed project include:

Goal 1.0: Encourage and facilitate activities that expand the City's revenue base and increase taxable retail and non-retail sales.

Policy 1.1: Secure the existing commercial tax base through the preservation of existing commercial centers and the enhancement of areas with further development potential.

Policy 3.2: Promote development of a small-scale commercial retail zone that serves the business community through travelers.

Goal 4.0: Establish a pedestrian core for Downtown, with pedestrian linkages to adjacent activities.

Policy 4.1: Identify retail and entertainment niches that draw upon Baldwin Park's unique Downtown to create a pedestrian friendly environment.

Policy 4.4: Encourage the development of visitor-related retail and entertainment uses.

Policy 6.4: Target areas to expand local-servicing office and professional service activities and expand job opportunities that generate a higher wage potential.

Housing Element

The Housing Element sets forth goals, policies, and programs to address the City's existing and projected need for housing in the community in terms of affordability, availability, adequacy, and accessibility, pursuant to state law. The goals and supporting policies in the Housing Element that are relevant to the project are the following:

Goal 3.0: Provide adequate residential sites through appropriate land use and zoning designations to accommodate the City's regional share of housing needs.

Policy 3.1: Provide for a range of residential development types in Baldwin Park, including low density single-family homes, small lot single-family subdivisions, medium density townhomes, and higher density apartments and condominiums.

Policy 3.2: Implement the Land Use Element, and facilitate development of mixed-use residential projects near Downtown and along North Maine Avenue.

Policy 3.3: Maintain consistency between General Plan land use policies and the Zoning Code.

Policy 3.4: Continue to provide opportunities for infill housing development in R-3 zones, in the City's Redevelopment areas, and in Mixed-Use areas.

Policy 3.5: Promote mixed-use and higher density housing in close proximity to commercial areas and transportation routes for accessibility to services.

3.9.3 Impacts and Mitigation Measures

In accordance with Appendix G of the *CEQA Guidelines*, the project could have a significant impact on population and housing if it would:

- 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 infrastructure);
- Displace a substantial number of existing housing, necessitating the construction of replacement housing elsewhere; or
- Displace a substantial number of people, necessitating the construction of replacement housing elsewhere.

Impacts related to the potential to induce substantial population growth in an area, either directly or indirectly were found to be potentially significant in the Initial Study prepared for this project and are further analyzed below. However, the Initial Study determined that the proposed project would have no impact from displacing substantial numbers of existing housing units or people, necessitating the construction of replacement housing elsewhere (see Appendix A). In contrast, the proposed project would encourage infill development that would result in additional residential units within the Specific Plan area. Therefore, these issues are not discussed below.

3.9.4 Methodology

The focus of environmental analysis prepared under CEQA is a project's potential to cause effects on the physical environment.[1] Accordingly, the *CEQA Guidelines* state that while economic or social information may be included in an EIR, or may be presented in whatever form the lead agency desires; social, and economic effects shall not be treated as significant effects on the environment.[2] The *CEQA Guidelines* make clear that there must be a physical change resulting from the proposed project directly or indirectly for an impact to be considered significant.[3]

Social and economic effects, including employment, are relevant CEQA issues to the extent that a chain of cause and effect can be traced from a proposed project through anticipated social and economic changes resulting from the project, to physical changes caused in turn by the economic and social changes (*CEQA Guidelines*, Sections 15131(a) and 15064(f)). If a project's physical impacts would cause social or economic effects, the magnitude of the social or economic effects may be relevant in determining whether a physical impact is "significant" (*CEQA Guidelines* Section 15131(b)). If the physical change causes adverse economic or social effects on people, those adverse effects may be used as the basis for determining that the physical change is significant (*CEQA Guidelines*, Section 15064(f)).

1 "Environment" means the physical conditions which exist within the area which will be affected by a proposed project, including land, air, water, minerals, flora, fauna, noise, and objects of historic or aesthetic significance (Pub. Res. Code §21060.5).
2 *CEQA Guidelines* §15131(a) and 15064(f); see also Public Resources Code §21100 and 21151. "Significant effect on the environment" means a substantial, or potentially substantial adverse change in the environment (Pub. Res. Code §21068).
3 See discussion following *CEQA Guidelines* §15131.

Population Impacts

Population impacts are based on an analysis of the probable number of residents associated with the number of dwelling units planned for the project. The scale of projected Specific Plan area population is then compared with official population growth forecasts for Baldwin Park and the San Gabriel Valley Subregion. There are no other relevant population growth goals or policies in SCAG's RCPG, or the City's General Plan.

Housing and Household Impacts

Housing impacts are based on the number of new dwelling units planned for the project. The project proposes a total of 833 new dwelling units upon build-out. The scale of this new housing is then compared with applicable adopted SCAG household growth forecasts for Baldwin Park and the San Gabriel Valley Subregion, and housing goals and policies in SCAG policy documents, and the City of Baldwin Park General Plan.

Employment Impacts

The employment impacts of the project are analyzed from several different, but related, perspectives. The projected scale of the project's employment is compared with applicable regional employment growth forecasts for Baldwin Park and the San Gabriel Valley Subregion.

3.9.5 Impact Analysis

Impact 3.9-1: 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 infrastructure).

New housing development implemented under the proposed Specific Plan would involve up to a net total increase of approximately 833 residential units, as well as approximately 289,135 square feet of non-residential employment generating uses. This new development would result in population growth as it provides new homes and businesses in Downtown Baldwin Park.

Using the average household size of 4.4 (consistent with the Census data), the addition of approximately 833 residential units into the area, the proposed project could generate a population of approximately 3,665 persons. The SCAG estimates listed in Table 3.9-5 show that the average household size is expected to remain the same in the year 2035, which would result in a population increase of 3,665 through the 2035 horizon year of the proposed Specific Plan. This range represents a conservative estimate, because it assumes that the maximum number of residential units allowed under the Specific Plan would be constructed and occupied. SCAG estimates that by build-out of the proposed Specific Plan (2035), the City of Baldwin Park will have a total population of 82,200; this is an increase of 5,565 residents over the 2013 population estimate of 76,635. Therefore, the population generated by the proposed project would be within the projections of SCAG.

The addition of the 833 residential units is within the growth in the number of households that SCAG has forecast for the City of Baldwin Park. As shown in Table 3.9-5 SCAG forecasts that

Baldwin Park would see an increase of 1,400 households, which is equivalent to approximately 1,474 dwelling units, including the vacancy rate of five percent[4].

In addition, the proposed project would involve a net total of approximately 289,135 square feet of non-residential employment generating uses. Assuming an average of 383 square foot of space per employee for community retail land uses (U.S. Green Building Council, 2014), the project could generate approximately 755 employees in the area, which would occur incrementally over the 20-year Specific Plan build out. It is anticipated that most of these positions would be retail or other commercial related positions that do not require a specialized workforce, it is anticipated that these jobs would be filled by people already living in the area and would not induce an unanticipated influx of new labor into the region.

Construction of projects that would occur within the Specific Plan area would include need for construction labor. Due to the employment patterns of construction workers in southern California, and the market for construction labor, construction workers are not likely, to any significant degree, to relocate their households as a consequence of the job opportunities presented by the project. The construction industry differs from most other industry sectors in several important ways that are relevant to potential impacts on housing:

- There is no regular place of work. Construction workers commute to job sites that change many times in the course of a year. These often lengthy daily commutes are made possible by the off-peak starting and ending times of the typical construction work day.
- Many construction workers are highly specialized (e.g., crane operators, steel workers, masons), and move from job site to job site as dictated by the demand for their skills.
- The work requirements of most construction projects are also highly specialized and workers are employed on a job site only as long as their skills are needed to complete a particular phase of the construction process.

It is reasonable to assume that project-related construction workers would be drawn from the existing labor force in the surrounding area, and would not relocate their households' places of residence as a consequence of working on the project.

While the population generated by the proposed project would represent a large portion of the estimated population and household projections, Baldwin Park is a largely built out City and future development will consist mostly of smaller infill, mixed use, redevelopment, and transit-oriented developments. Development that would occur under the proposed Specific Plan would help Baldwin Park accommodate anticipated growth as opposed to substantially increasing population, and the residential development that would occur under the proposed project would help to meet housing demands from projected population growth in the City and the region.

Although it represents a large portion of projected population growth, it would not exceed the estimated projections on which the City has based plans related to provision of public services,

[4] The California Department of Housing and Community Development considers five percent to be a "normal" vacancy rate that is indicative of a healthy housing market, see http://www.hcd.ca.gov/hpd/hrc/rtr/chp6r.htm.

utilities, and other amenities to maintain the current quality of life it provides its residents. As such, the project would not induce substantial population growth in the project area, and the project would result in less than significant impacts related to population and housing.

Mitigation Measures: No mitigation required

Significance Determination: Less than significant

Cumulative Impacts

The proposed Specific Plan would take place in a mostly built-out area of the City, would result in a net increase in the City's population over the 20-year build out period of the proposed Specific Plan. This new population would be housed in dwelling units that would be developed by implementation of the proposed Specific Plan. This new housing would not, by itself, be growth inducing because the areas surrounding the Specific Plan area are already built-out and served by existing infrastructure.

As shown on Table 2-6 in Section 2.0, *Project Description*, there are several related projects within the City of Baldwin Park, which would result in a total of 163 additional residential units (73 of which are within the Specific Plan area), 59,000 square feet of commercial development (5,900 square feet are within the Specific Plan area), 34,079 square feet of warehouse space, and 936 square feet of office space. The two projects located within the Specific Plan area would provide commercial and residential uses that would be consistent with, and thus implement, the proposed Specific Plan.

In addition, this new population has been anticipated by the various utilities and public service providers and other agencies that rely on SCAG's population projections for anticipating future impacts on various resources. Development according to the Specific Plan, in combination with the development of cumulative projects in the area, would accommodate, rather than induce, population growth. Therefore, the project would not result in a cumulatively considerable impact related to population and housing.

Significance Determination: Less than cumulatively considerable

References – Population and Housing

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3.10 Public Services

Introduction

This section analyzes the proposed Specific Plan's potential impacts to police protection, fire protection and emergency medical response services, public schools and, parks, at build out. This section is based on comparisons of existing and anticipated levels of service with build out of the proposed Specific Plan. Information within this section has been obtained from each of the respective service providers.

3.10.1 Environmental Setting

Fire Protection

The Los Angeles County Fire Department (LACFD) provides fire protection and emergency medical services in Baldwin Park, and operates one fire station in the City, which is Station No. 29, located at 14334 East Los Angeles Street and is about 0.12 mile from the Specific Plan's northern boundary. Station No. 29 houses a three-person engine company, a two-person paramedic squad, and a four-person quint, which is a combination engine/ladder truck apparatus. All personnel are assigned to one of three shifts (A-shift, B-shift and C-shift) and rotate every 24 hours, maintaining 24/7/365 constant staffing (Enriquez, 2015). Fire Station No. 29 includes two Fire Captains, two Firefighters Specialists (apparatus drivers), three Firefighter Paramedics, and two Firefighters. Of the three firefighter paramedics assigned to this station—two are on the squad and one is on the engine. The second LACFD Fire Station that would serve the Specific Plan area is Station No. 48, located at 15546 East Arrow Highway in Irwindale, approximately 1.4 miles from the Specific Plan area. Station No. 48 is staffed with a four-person engine company, and all personnel are employed full time and assigned to a 24-hour work shift (Enriquez, 2015).

Within the service area for Station No. 29, approximately 4,333 emergency calls were taken in 2014. Of these calls, approximately 94 were related to fires; 3,601 were medical emergencies; and the rest were calls on miscellaneous issues (Enriquez, 2014). The average response time to an emergency in 2014 was three to four minutes, which is within the recommended goal of the American Heart Association access time to defibrillation of three to five minutes (Enriquez, 2015).

Police Protection Services

The Baldwin Park Police Department (BPPD) provides police protection services and operates one station, which is located at 14403 Pacific Avenue within the Specific Plan area adjacent to the Metrolink station. The City operates a Type 1 (pre-arraignment) jail in the basement of the City Hall.[1] The jail has two holding cells and a total capacity for 16 beds.

The Police Department has 70 full-time sworn positions and 24 full-time non-sworn positions. The sworn positions include one police chief, two captains, four lieutenants, 10 sergeants, 14

[1] California Code of Regulations 15 CA ADC § 1006, a Type I facility is a local detention facility used for the detention of persons for not more than 96 hours excluding holidays after booking. Such a Type I facility may also detain persons on court order either for their own safekeeping or sentenced to a city jail as an inmate worker, and may house inmate workers sentenced to the county jail provided such placement in the facility is made on a voluntary basis on the part of the inmate. As used in this section, an inmate worker is defined as a person assigned to perform designated tasks outside of his/her cell or dormitory, pursuant to the written policy of the facility, for a minimum of four hours each day on a five day scheduled work week.

detectives, 38 patrol officers, and one traffic officer (Bartolotti, 2015). The BPPD maintains a targeted staffing ratio of at least one sworn police officer per 1,000 residents. With a current population of 76,635, the current ratio of sworn officers to residents is 0.92 officers per 1,000 residents.

On average, the BPPD responds to approximately 40,700 calls for service per year (Bartolotti, 2015). Incoming calls, both emergency and non-emergency calls, are received at a City-operated dispatch center. Then calls are assigned a response priority and are dispatched to police and fire department responders by radio. The average response time for 911 calls is five minutes and eight seconds.

The City is divided into four geographical beats patrolled by uniformed police car patrols with the occasional bicycle patrol. Baldwin Park has a community policing program that provides the following programs:

- Foot and bike patrol;
- Baldwin Park Explorers;[2]
- Neighborhood and business watch programs;
- Clergy Council and Chaplin Program; and
- Police Department Volunteer Program.
- Los Angeles Interagency Metropolitan Police Apprehension Crime Task Force: Multi-agency task force for the enforcement of narcotics laws, with additional responsibilities for the investigation of terrorists activities.

Schools

The Baldwin Park Unified School District (BPUSD) provides public school services within the Specific Plan area. BPUSD is a K-12 district with a 2013-2014 student enrollment of approximately 18,767 (Ed-data, 2014). Its boundaries coincide with the City's boundaries. BPUSD operates thirteen elementary schools, four junior high schools, two comprehensive high schools, a continuation high school, a children's center, and a continuing adult education program.

Over the past ten years, from the 2003-2004 school year to the present, student enrollment has decreased by approximately 520 students or approximately 2.8 percent. Within this 10-year period, student enrollment peaked in the 2009-2010 school year to approximately 20,379 students, but has decreased annually since to 18,767 (Ed-data, 2014).

There are no existing BPUSD schools located within the Specific Plan area; however, several schools are located within one-quarter mile of the plan area, which include Baldwin Park High,

[2] The Baldwin Park Police Department Explorer Program is designed for youths 14 to 21 years of age. After graduating from the San Gabriel Valley Law Enforcement Explorer Academy, police officers work with the explorers in an effort to provide community service. Officers also provide insight and guidance to explorers who decide to pursue a career in law enforcement.

Central Elementary, and Vineland Elementary. In addition, Jones Junior High School is located 0.81 miles from the Specific Plan area.

In addition to the Baldwin Park's public schools, four private schools operate within the City's boundaries, one of which (St. John Baptist) is located within the Specific Plan area:

- Creative Planet School of Arts (K-8), located at 4428 North Stewart Avenue, 0.45 miles from the Specific Plan area;
- East Valley Adventist (K-8), located at 3554 North Maine Avenue, 0.60 miles from the Specific Plan area;
- St. John Baptist (K-8), located at 3870 Stewart Avenue 0.26 miles from the Specific Plan area; and
- Mid-Valley Learning Center (7-12), located at 13940 Merced Avenue, 0.54 miles from the Specific Plan area.

Parks and Recreation

According to the Open Space and Conservation Element of the City of Baldwin Park 2020 General Plan, the City of Baldwin Park currently maintains six City parks, providing approximately 28.3 acres of recreational space. **Table 3.10-1** provides an overview of the parksy.

TABLE 3.10-1
PARKLAND BY CATEGORY WITHIN BALDWIN PARK

Type	Acreage
Regional Parks	
Santa Fe Dam Recreation Area	836
City Parks	
Morgan Park	12
Barnes Park	
Central Park West	5.6
Roadside Park	3.6
Walnut Creek Nature Park	2.0
Syhre Park	4.0
Teen Center and Skate Park	1.1
Total	**864.3**

SOURCE: City of Baldwin Park, 2002.

Residents also have access to approximately 172 acres of joint-use school playground facilities on an as-needed basis (City of Baldwin Park, 2002). Additionally, Baldwin Park residents have the use of additional County regional parks that are not located within the City, which are listed in **Table 3.10-2**.

TABLE 3.10-2
LOS ANGELES COUNTY REGIONAL PARKS

Name	Amenities	Acreage	Distance from Baldwin Park (miles)
Whittier Narrows Recreation Area	Fishing lakes, comfort stations, picnicking areas, playgrounds, a nature center, an equestrian facility, trails, a multipurpose athletic complex, a military museum, soccer fields, volleyball courts, and archery, skeet, pistol and trap ranges. Tennis courts are also provided and include a pro shop	1,400	8.4
Schabarum Regional Park	Eighteen-station fitness trail, hiking, biking, horseback riding, an equestrian center, picnic areas, soccer fields, playgrounds, and group picnic areas	640	10.8
Frank G. Bonelli Regional Park	250-acre lake for swimming, water skiing, wind surfing, sailing, water theme park, boat rentals, hot tubs, an equestrian center, wedding chapel, recreational vehicle camp sites, trails for hiking, biking and horseback riding, play equipment, gazebos, and group rental picnic areas. Food and beverage concessionaires.	1,980	12
Castaic Lake Recreation Area	Two bodies of water, sailing, power boating, water and jet skiing, fishing, boat rentals, tackle bait shop, non-power boating, canoeing, hiking, biking trails, picnic areas, playgrounds, recreational vehicle, tent camping, and rental group picnic areas	8,800	57.3
Kenneth Hahn Recreation Area	Hiking, fishing, and group and family picnicking, children's play areas, community center, and a man-made lake	370	28.6
Total		**14,030**	N/A

SOURCE: Los Angeles County Parks and Recreation Website http://parks.lacounty.gov/wps/portal/dpr/Parks/ accessed November 2014.

3.10.2 Regulatory Setting

State

Senate Bill 50

Senate Bill (SB) 50, also known as the Leroy F. Greene School Facilities Act of 1998 (School Facilities Program), was originally established to streamline the state's school construction funding process. The program provides grants to school districts to match local contributions for new construction and modernization projects, based on "unhoused pupils," from revenues obtained through the sale of State General Obligation Bonds when approved by voters in statewide elections. It provides funding for higher education facilities, K-12 facilities, modernization of older schools, additional funding for districts in hardship situations, and funding for class size reduction. The School Facilities Program also establishes the mandated CEQA mitigation measure for impacts related to school capacity and prohibits the denial of a land use application on the basis of school capacity. The CEQA mandated mitigation measure is the collection of fees to be used by schools affected by the proposed development. The base fee that

can be levied for all new residential development is $2.14 per dwelling unit and $0.34 per square foot for new commercial and industrial development. Additional fees can be levied if the applicable school district meets certain criteria, such as approval of a five-year school facilities plan.

Local

City of Baldwin Park General Plan

The City of Baldwin Park General Plan describes issues and provides goals and policies related to public services provided for Baldwin Park residents. The following General Plan policies for public services are relevant to the Specific Plan project:

Police and Fire Goals and Policies

Crime Prevention Goal

Goal 5.0: Provide a safe environment for the community of Baldwin Park.

Crime Prevention Policies

Policy 5.1: Periodically evaluate levels of service to ensure Baldwin Park has appropriate levels of police service.

Policy 5.2: Continue the City's aggressive program of Community Based Policing to enhance public awareness and participation in crime prevention.

Policy 5.3: Continue to cooperate with the Los Angeles County Sheriff's Office, along with other nearby police departments, to provide back-up police assistance in emergency situations.

Policy 5.4: Promote the use of defensible space concepts (e.g., site and building lighting, visual observation of open spaces, secured areas) in project design to enhance public safety.

Urban Fire Goal

Goal 4.0: Protect the life and property in Baldwin Park from the destruction of urban fires.

Urban Fire Policies

Policy 4.1: Periodically evaluate level of service to ensure Baldwin Park has appropriate levels of fire service.

Policy 4.2: Maintain fire and building code requirements for new construction to ensure provision of adequate fire protection. Require all new commercial and multi-unit residential development to install fire protection systems, and encourage the use of automatic sprinkler systems.

Policy 4.3: Maintain mutual aid agreements with surrounding jurisdictions for fire protection.

Policy 4.4: Provide public information about fire safety and emergency preparedness to residents, schools, and organizations.

Parks and Open Space Goals and Policies

Goal 4.0: Ensure that the costs of park and recreation facilities and programs are borne by those who benefit and contribute to additional demands.

Policy 4.1: Require that developers contribute to provide parks and recreational facilities to offset additional demands brought about by new development.

City of Baldwin Park Municipal Code

State Subdivision Map, Section 66477 (The Quimby Act), allows the legislative body of a city or county, by ordinance, to require the dedication of land, the payment of fees in-lieu of, or a combination of both, for park and recreational purposes as a condition to approval for a final tract map or parcel map. The Quimby Act requires that development set aside land, donate conservation easements, or pay fees for park improvements. The goal of the Quimby Act is to require development to help mitigate the impacts of property improvements. The City of Baldwin Park collects Quimby Fees for recreational impacts. Sections 154.001 and 154.002 of the City's Municipal Code implement the Quimby Act for the City:

Section 154.001

Fees paid pursuant to this subchapter shall be deposited into the Park Facilities Fund maintained by the City Treasurer, and shall be used solely for the acquisition of new and rehabilitation of existing community park and recreational facilities.

Section 154.002

(B): The amount of land to be dedicated for neighborhood and community park or recreational facility or fees to be paid in lieu thereof shall be based on the residential density of the proposed development, which shall be determined on the basis of the number of dwelling units to be constructed and the density factor as set forth in division (C) of this section, so as to provide three acres of park area for 1,000 residents. Only payment of fees shall be required if a development project contains 50 parcels or less except when a condominium project, stock cooperative, or community apartment project, as those terms are defined in California Civil Code Section 1351, exceeds 50 dwelling units, dedication of land may be required notwithstanding that the number of parcels may be less than 50.

(C): As used herein, the term Density Factor means 4.44 persons per dwelling unit, based upon the most recently available Census, or Census taken pursuant to Cal. Gov. Code Section 40200 *et seq*.

(D): When a fee is to be paid in lieu of or in addition to parkland dedication, the amount of such fee shall be the fair market value, as determined pursuant to Section 154.007, per acre of the land within the proposed residential development multiplied by the number of acres required to be dedicated pursuant to this section, except that the amount of the fee shall be calculated as provided in Section 154.003 when the construction consists solely of adding a second residential unit to property containing only one single-family dwelling unit.

Baldwin Park Comprehensive Park and Recreation Master Plan

Adopted in 2007, the City of Baldwin Park Comprehensive Park and Recreation Master Plan (Master Plan) is a policy document that provides recommendations to establish, help maintain, update, and expand the City's park and recreation system. The Master Plan is intended to provide a recommended blueprint for the City as the City grows and provides guidance on park and recreational services for the next ten years (City of Baldwin Park, 2007). The following Master Plan goals and policies are relevant to the Specific Plan project:

Goal 1: Provide active and passive recreation opportunities conveniently accessible to residents.

Goal 2: Provide inclusive, accessible, and affordable recreational programs and places.

Goal 3: Support and enhance individual and community health and wellness – social, physical, emotional, intellectual, career, environmental, and spiritual.

3.10.3 Thresholds of Significance

In accordance with Appendix G of the *CEQA Guidelines*, the project could have a significant environmental impact on public services if it would:

- Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the public services;
  - Fire protection,
  - Police protection,
  - Schools,
  - Other public facilities,
- Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated; or
- Include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment.

3.10.4 Methodology

The methodology for this analysis included corresponding with the various public services agencies that provide services within the Specific Plan area to request current information about service ratios, response times, performance objectives, number of apparatus devoted to the Specific Plan and its vicinity, etc. and reviewing web-based information about these agencies. Additionally, federal, state, and local regulations were reviewed for project applicability.

3.10.5 Impact Analysis

Impact 3.10.1: Result in substantial adverse physical impacts associated with the provision of new or physically altered fire protection facilities or the need for new or physically altered fire protection facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for the fire department:

Implementation of the proposed Specific Plan project would result in an increase of 289,135 square feet non-residential development, 833 dwelling units that would generate a maximum of 3,665 additional residents (assumes no vacancy) and 755 employees at build out over the 20 year planning period (see Section 3.2, *Population and Housing*). Thus, the Specific Plan would increase the demand for additional fire protection services.

As described above the Specific Plan area is within 1.5 miles of two fire stations (Station 29 and 48) that currently provide services to the area. The proposed Specific Plan would result in infill development, increased density, and therefore, an increased number of emergency calls and an increase in maintenance needs related to facilities and equipment, this increase would occur gradually over the incremental implementation of the proposed plan and the fire department would add staff, equipment, and maintenance on an as-needed basis in order to accommodate these increased demands over the 20 year planning period. Service in the Specific Plan area and the vicinity would continue to be served by the two existing stations, and new or physically altered fire protection facilities would not be required to serve the build out of the Specific Plan.

Individually proposed development projects within the Specific Plan area would require incorporation of fire detection and suppression systems (fire alarms and sprinklers), emergency access (fire lanes), and properly placed fire hydrants as required by the Municipal Fire Code. These project design elements are reviewed and approved by the public works and fire departments prior to receipt of development permits for every project in the City. These existing City procedures further minimize potential impacts associated with provision of fire protection services. Therefore, implementation of the Specific Plan would not require provision of new or physically altered fire protection facilities construction of which could cause significant environmental impacts. Hence, the Specific Plan would result in less than significant impacts related to fire protection services.

Mitigation Measures: No mitigation required

Significance Determination: Less than significant

Impact 3.10.2: Result in substantial adverse physical impacts associated with the provision of new or physically altered police protection facilities, need for new or physically altered police protection facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for the police department:

As described in Section 3.2, *Population and Housing*, implementation of the Specific Plan would result in a maximum population increase of 3,665 additional residents (assumes no vacancy) and approximately 289,135 square feet of non-residential development that would result in approximately 755 employees. As described above, Baldwin Park is slightly below the staffing goal of one sworn officer per thousand population and has a current ratio of 0.92 sworn officers per 1,000 residents.

Based on the City's staffing goal, an addition of approximately 3,665 new residents would require approximately four sworn officers by build out of the Specific Plan (a 20 year timeline). Hence, the City would need to hire an additional four officers by build out of the Specific Plan area to maintain the current ratio of 0.92 officers per 1,000 residents. The demand for police services and facility/equipment maintenance needs would increase gradually over the incremental implementation of the Specific Plan and the police department would add staff, equipment, and maintenance services on an as-needed basis in order to accommodate these increased demands. Because the City has one police station, which is located adjacent to the Metrolink station within the Specific Plan area, implementation of the Specific Plan would not require new or physically altered facilities, construction of which could cause significant environmental impacts. Hence, the Specific Plan would result in less than significant impacts related to police services.

Mitigation Measures: No mitigation required

Significance Determination: Less than significant

Impact 3.10.3: Substantial adverse physical impacts associated with the provision of new school facilities or the need to physically alter existing school facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable performance objectives for the school district:

The Specific Plan area north of Ramona Boulevard is within the attendance area boundaries for Baldwin Park High School. Areas south of Ramona Boulevard, and east of Maine Avenue/Pacific Avenue would attend Central Elementary School, Jones Junior High School, and Baldwin Park High School. Students located south of Ramona and west of Maine/Pacific would attend Vineland Elementary School, Jones Junior High School, and Baldwin Park High School (Dennis, 2015). **Table 3.10-3** lists the schools that would receive students that residing within the Specific Plan. The table provides the current enrollment, and student capacity of each school.

TABLE 3.10-3
EXISTING CAPACITY OF PUBLIC SCHOOLS SERVING THE SPECIFIC PLAN AREA

School	Current Enrollment	Student Capacity	Available Capacity (Student Capacity less Enrollment)
Central Elementary	509	900	+391
Vineland Elementary	785	925	+140
Jones Junior High	470	937	+467

Baldwin Park High School	1,986	2,376	+390
Total	**3,750**	**5,138**	**1,388**

SOURCE: BPUSD, 2015.

BPUSD uses student generation rates to determine how many students would be generated by each residential unit. **Table 3.10-4** below is a summary of the generation factors per the District's designated grade groupings. As shown, the Specific Plan is anticipated to generate a total of approximately 739 K-12 students at build out.

TABLE 3.10-4
BPUSD STUDENT GENERATION FACTORS

Grade Grouping	Students per Residential Unit	833 Residential Units
K-5	0.473	394
6-8	0.140	117
9-12	0.273	228
Total		**739**

SOURCE: BPUSD, 2015

As shown in Table 3.10-3, the two elementary schools serving the Specific Plan area, Central Elementary and Vineland Elementary, have existing capacity for approximately 391 additional students and 140 students, respectively, or a total remaining capacity for 531 students. Build out of the proposed Specific Plan would result in a total of 394 elementary school students, which would be accommodated by these two schools, and have a remaining capacity for an additional 137 elementary school students.

The middle school serving the Specific Plan area, Jones Junior High School, has a remaining capacity of approximately 467 students. At build out, the proposed Specific Plan would result in a total of approximately 117 sixth to eighth grade students, which would result in a remaining capacity of 350 students.

Baldwin Park High School serves the Specific Plan area and has a remaining capacity of approximately 390 students. At build out, the proposed Specific Plan is estimated to result in approximately 228 high school students, which would be within the remaining capacity of Baldwin High School. At build out of the proposed Specific Plan, a capacity of 162 students would remain at the high school.

Build out of the proposed Specific Plan would not generate elementary, middle, and high school students in excess of existing capacity at area public schools. Furthermore, there would be a remaining capacity for 649 additional students within public schools that serve the specific plan area. **Table 3.10-5** summarizes the remaining school capacity at build out of the proposed Specific Plan.

TABLE 3.10-5
REMAINING SCHOOL CAPACITY AT BUILD OUT OF SPECIFIC PLAN

Grades	Remaining Capacity of Existing Schools	Students Generated by Project	Remaining Capacity upon Project Build-out
K-5	531	394	137
6-8	467	117	350
9-12	390	228	162
Total	**1,388**	**739**	**649**

SOURCE: ESA, 2015.

The Leroy B. Greene School Facilities Act of 1998 prohibits the denial of a land use application because of school capacity and specifically establishes a mandated fee for mitigation of impacts under CEQA. As described above, Government Code Section 65995 authorizes school districts to collect fees on future development at a minimum of $2.14 per square foot for residential construction and $0.34 for commercial/industrial construction (Level I fees). Level I fees are adjusted every two years according to the inflation rate. Higher fees are permitted for school districts that adopt long-range school facilities plans. Class B construction fees are determined by the State Allocation Board. Government Code Section 66001 requires that a reasonable relationship exist between the amount and use of the fees and the development on which the fees are to be charged. Because these fees are required by law for mitigation of impacts to schools under CEQA, the payment of these fees would provide for funding of new facilities and would constitute mitigation of impacts to existing school facilities that serve the Specific Plan area.

As described above, the current capacity of schools within the Specific Plan area would be able to accommodate the new students generated by build out of the proposed Specific Plan, and would have extra capacity for additional students. Therefore, impacts related to school facilities from implementation of the proposed Specific Plan would be less than significant.

Mitigation: No mitigation required

Significance Determination: Less than Significant

Impact 3.10.4: Substantial adverse physical impacts associated with the provision of new or physically altered parks and recreation facilities, or the need for new or physically altered parks and recreation facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable performance objectives for parks and recreation.

The proposed Specific Plan would result in a maximum increase in residential population of 3,665 residents (assumes no vacancy) over the 20-year planning horizon. In order to maintain the current ratio of 0.4 acres of parkland per 1,000 residents, the proposed Specific Plan would need

to contribute 1.46 acres of parkland to the City's inventory of park space. According to the City of Baldwin Park 2007 Housing Element, the Parkland Impact Fee or In-Lieu fee is based on the amount of land to be dedicated that provides three acres of park area for 1,000 residents. Park area is based on the number of dwelling units to be constructed and the density factor of 4.44 persons per dwelling unit (Chapter 154: Development Fees, of the Baldwin Park Municipal Code). Parkland fees are generally approximately $6,900 per unit. The Quimby Act allows the City, by ordinance, to require the dedication of land, the payment of fees in-lieu of, or a combination of both, as a condition to the approval of a final tract map or parcel map. Each development project proposed within the Specific Plan area would be required to comply with these Municipal Code requirements related to payment of fees and/or dedication of facilities or parkland. Implementation of these requirements that would be implemented with each development project in the Specific Plan area would offset the increased demand for park and recreation facilities generated by the addition of 3,665 residents over the 20 year Specific Plan implementation.

The Specific Plan area includes (and is served by) Morgan Park, which would provide park and recreation to the new residents within the Specific Plan. In addition, the proposed Specific Plan includes development of a new Arts Park to host community events and create a museum without walls for performance art, sculpture, and temporary two-dimensional art displays, which may include street furniture, landscaped open space, a water feature, small performance space and concessions. Provision of the new Arts Park would assist in offsetting recreational needs of new residents within the Specific Plan area.

The new residents would also have access to Los Angeles County regional parks, as listed in Table 3.10-1 above, which would be used in addition to existing community and neighborhood parks. Overall, the addition of the 3,665 new residents over the 20-year planning horizon are anticipated to be served by Morgan Park, the Arts Park, other City park and recreation facilities, and the existing regional parks, and implementation of the Specific Plan is anticipated to result in need for new or physically altered facilities in order to maintain acceptable performance objectives for parks and recreation. Therefore, impacts would be less than significant.

Mitigation: No mitigation required

Significance Determination: Less than Significant

Cumulative Impacts

The cumulative analysis area for public services includes the area served by each specific provider. The geographic context for the analysis of cumulative impacts to fire and police protection services is the City of Baldwin Park, and the geographic context for the analysis of cumulative impacts to schools is BPUSD service boundaries. The geographic area for park and recreation effects is the region, because the area is served by both City and County facilities. Additionally, the cumulative analysis for public services is based on the related projects list provided in Table 2.6 of Chapter 2, *Project Description*. The listed projects include projects

located in the surrounding area that are currently under construction, approved but not built, or proposed for development. These projects include 12 related projects within the City of Baldwin Park, three in the City of Covina, two in the City of Irwindale, and one in the City of Rosemead. The majority of projects on the related projects list are small commercial, light industrial (warehouse), and small residential projects. The largest project (i.e., over 100,000 square feet) is the Irwindale Shopping Center located at 500 Speedway Drive in the City of Irwindale (located approximately 2.20 miles from the Specific Plan area). The largest proposed residential development comprises of 450 residential units located in the City of Covina.

Fire Protection

There may be an overall increase in the demand for fire protection services with the increase of developments within the City. The Baldwin Park Fire Department would add staff and equipment on an as-needed basis in order to accommodate these increased demands. Implementation of the Specific Plan can be accommodated within existing two fire station facilities and staffing capabilities, including additional personnel that would be hired in response to City population growth over the next 20 years.

As shown on Table 2-6 in Section 2.0, *Project Description,* there are several related projects within the City of Baldwin Park that would be served by the Fire Department. These related projects would result in a total of 163 additional residential units (73 of which are within the Specific Plan area), 59,000 square feet of commercial development (5,900 square feet are within the Specific Plan area), 34,079 square feet of warehouse space, and 936 square feet of office space. The two projects located within the Specific Plan area would provide commercial and residential uses that would be consistent with, and thus implement, the proposed Specific Plan. The proposed Specific Plan in combination with these related projects would not result in the need for the Fire Department to provide new or physically altered fire protection facilities construction of which could cause significant environmental impacts.

In addition, all of the individually proposed development projects within the City would require incorporation of fire detection and suppression systems (fire alarms and sprinklers), emergency access (fire lanes), and properly placed fire hydrants as required by the Fire Code. The existing City programs and procedures, along with compliance to the California Building Code, Fire Code, and City Municipal Code would assist in provision of fire protection services. Therefore, the contribution of the Specific Plan to cumulative impacts on fire protection services would not be cumulatively considerable.

Police Protection

As additional development occurs in the City, there may be an overall increase in the demand for police services, including facilities, personnel, and equipment. The provision of adequate police services is of critical importance to the City, and funds are allocated to these services during the annual budgeting process to ensure that police services are responsive to changes in the City.

As described above, the existing police station that serves the City is located within the Specific Plan area and would not need to be expanded to serve the City at build out of the proposed

Specific Plan. The Specific Plan's contribution to a cumulative impact is also less than significant because (1) the Specific Plan is anticipated to be served within the established response times; (2) no new or physically altered facilities would be constructed to accommodate the Specific Plan, the construction of which could result in significant environmental impacts; (3) adequate emergency access would be provided pursuant to the existing City plan check process; and (5) existing city programs, practices, and procedures, would continue to ensure the adequate provision of police protection services.

As described above and shown on Table 2-6 in Section 2.0, *Project Description*, there are several related projects within the City of Baldwin Park that would be served by the Police Department. These related projects would result in a total of 163 additional residential units (73 of which are within the Specific Plan area), 59,000 square feet of commercial development (5,900 square feet are within the Specific Plan area), 34,079 square feet of warehouse space, and 936 square feet of office space. The proposed Specific Plan in combination with these related projects would not result in the need for the Police Department to provide new or physically altered police facilities construction of which could cause significant environmental impacts. Therefore, the contribution of the Specific Plan to cumulative impacts on police protection services would not be cumulatively considerable.

Schools

Build out of the Specific Plan area in combination with other development in the BPUSD boundaries would increase the demand on the school district. As described in above, build out of the proposed Specific Plan would not generate elementary, middle, and high school students in excess of existing capacity at area public schools. Furthermore, there would be a remaining capacity for 649 additional students within public schools that serve the Specific Plan area, which would adequately provide capacity for the related projects within Baldwin Park that, are listed on Table 2.6 of Chapter 2, *Project Description*. As described above, the related projects would result in a total of 163 additional residential units within the City, which is the service area of the BPUSD. The 163 residential units would generate approximately 143 students, at full occupancy of the residential units. This consists of 77 K-5th grade students, 22 6-8th grade students, and 44 9-12th grade students, which would be accommodated within the existing capacity of BPUSD schools.

Therefore, no new or physically altered facilities would be constructed to accommodate the Specific Plan in combination with the related projects. In addition, school fees from individual development projects would be collected to fund construction of school facilities, as required and allowed by state law. Therefore, the contribution of the Specific Plan to cumulative impacts on schools would not be cumulatively considerable.

Parks and Recreation

The geographic context for the analysis of cumulative impacts to recreation services is City of Baldwin Park, because the Specific Plan area is primarily served by the City facilities that are listed above. As described above, the addition of new residents over the 20-year planning horizon is not anticipated to result in need for new or physically altered facilities in order to maintain

acceptable performance objectives for parks and recreation. Development of the Arts Park as part of the Specific Plan would assist in offsetting the increased need in recreation that would result from the 833 residential units that would be developed within the 20-year implementation period of the proposed Specific Plan.

The related projects would also gradually result in an increased intensity of land use and a corresponding increase in usage of park and recreational facilities. As described above, the related projects listed in Table 2.6 of Chapter 2, *Project Description* include development of 163 residential units within the City of Baldwin Park (73 of which are within the Specific Plan area). The proposed Specific Plan includes Morgan Park that serves the plan area, and a new Arts Park would be developed as part of implementation of the Specific Plan, and several County regional parks provide recreation facilities to areas surrounding the City. The proposed Specific Plan in addition to the related projects would not result in the need for new or physically altered park and recreation facilities that could result in environmental impacts. Therefore, the contribution of the Specific Plan to cumulative impacts on park and recreation facilities would not be cumulatively considerable.

Significance Determination: Less than cumulatively considerable.

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3.11 Transportation and Traffic

Introduction

The analysis was prepared in accordance with the City of Baldwin Park Traffic Study Guidelines, and is consistent with traffic impact assessment guidelines set forth in the *2004 Congestion Management Program for Los Angeles County* (CMP). This EIR section was prepared with information and analysis findings contained in the *City of Baldwin Park Downtown TOD Specific Plan Traffic Study*, January 23, 2015, which was prepared by The Mobility Group and included as **Appendix D**.

This traffic analysis evaluates potential Specific Plan-related impacts at 16 key study intersections that provide local and regional access to the traffic study area[1] and define the extent of the boundaries for this traffic impact analysis. The general location of the Specific Plan in relation to the study locations and surrounding street system is presented in Figure 3.11-1. LOS investigations at these key locations were used to evaluate potential traffic-related impacts associated with build out of the proposed Specific Plan. This section also provides mitigation measures to reduce potential impacts from build out of the proposed Specific Plan.

3.11.1 Environmental Setting

Roadway Network

Regional

The Specific Plan area is located in the San Gabriel Valley. The closest freeways to the Specific Plan area are the San Bernardino Freeway (I-10) that runs in an east-west direction and is located to the south of the Specific Plan area and the San Gabriel River Freeway (I-605) that runs in a north-south direction and is located to the west of the Specific Plan area. The I-605 also provides access to the Foothill Freeway (I-210), which runs in an east-west direction and is located to the north of the Specific Plan area.

Local

North-South Roads

Baldwin Park Boulevard is a four-lane roadway with a central turn lane (north of Ramona Boulevard) or raised median (south of Ramona Boulevard), and left turn lanes are provided at intersections. On-street parking is generally provided on both sides of the street with some restrictions.

Maine Avenue north of the intersection with Pacific Avenue, is a four-lane street with central turn lane and left turn lanes are provided at intersections. On-street parking is not allowed on the east side of the street, and is allowed on the west side in certain areas with some time restrictions. West of the intersection with Pacific Avenue, Maine Avenue is a two-lane local street and on-street parking is allowed on both sides of the street.

[1] The "project study area" refers to the area that encompasses all of the study intersections. This area therefore encompasses the project site.

Pacific Avenue is a four-lane street and left turn lanes are provided at intersections. On-street parking is generally provided on both sides of the street with some restrictions.

Merced Avenue is a four-lane street and on-street parking is generally provided on both sides of the street with some restrictions.

Stewart Avenue is a two-lane street and on-street parking is generally provided on both sides of the street.

Bogart Avenue is a two-lane street and on-street parking is generally provided on both sides of the street with some restrictions.

Downing Avenue is a two-lane street and on-street parking is generally provided on both sides of the street with some restrictions.

Puente Avenue is a two-lane street north of Root Street and is a four-lane street south of Root Street. On-street parking is generally provided on both sides of the street with some restrictions.

East-West Roads

Ramona Boulevard is a four-lane street with wide curb lanes and raised median, and left turn lanes are provided at intersections. On-street parking is generally prohibited on both sides of the street. In some areas, diagonal off-street parking is provided in areas immediately parallel to and connected to Ramona Boulevard.

Badillo Street is a four-lane street with raised median and left turn lanes are provided at intersections. In the Specific Plan area, on-street parking is allowed on the south side of the street but is prohibited on the north side.

Clark Street is located north of Ramona Boulevard and largely just outside the Specific Plan area. It is a two-lane street with on-street parking permitted on the north side but not on the south side of the street. Left turn lanes are not provided at intersections.

Big Dalton Avenue is located south of Ramona Boulevard and outside the Specific Plan area. It is a two-lane street with on-street parking permitted on the both sides of the street.

Transit Services

The Specific Plan area is served by a total of six transit routes, of which one is a Metro bus route, three are Foothill Transit routes, and two are Baldwin Parking Transit routes (the local City of Baldwin Park service). All of these routes have stops close to or nearby the Baldwin Park Metrolink station. The Specific Plan area is also served by the Baldwin Park Metrolink Station.

Metrolink

Metrolink operates 38 passenger trains daily that travel through the Baldwin Park Station. The San Bernardino Line, which stops at the station, runs between Downtown Los Angeles and San Bernardino. The train stops at the station on 16-25 minute intervals during weekday peak periods

and about every 60 minutes on weekends. Some express trains pass through this station but do not stop.

Metro Buses

Metro also operates existing bus routes within the Specific Plan area. Local 190/194 runs between Cal Poly Pomona and the El Monte Metrolink station along Ramona Boulevard through the Specific Plan area. It passes through the Specific Plan area on 10- to 25-minute intervals during weekday peak periods and with 20- to 60-minute intervals on weekends.

Foothill Transit Buses

The Foothill Transit route 178 runs between Puente Hills Mall and El Monte Metrolink station. It runs along Baldwin Park Boulevard and Ramona Boulevard between Baldwin Park Boulevard and Downing Avenue. The Foothill Transit 178 route has a stop next to the Baldwin Park Metrolink station. It operates with 10- to 25-minute intervals during weekday peak periods and with 20- to 60-minute intervals on weekends.

The Foothill Transit route 272 runs between Duarte and West Covina. It runs along Baldwin Park Boulevard and Ramona Boulevard between Baldwin Park Boulevard and Downing Avenue. It has a stop next to the Baldwin Park Metrolink station, and operates with 10- to 25-minute intervals during weekday peak periods and with 20- to 60-minute intervals on weekends.

The Foothill Transit route 274 runs between the Baldwin Park Metrolink station and Whittier. It runs along Pacific Avenue and Ramona Boulevard between Maine Avenue and Downing Avenue. The route has a stop next to the Baldwin Park Metrolink station and operates with 10- to 25-minute intervals during weekday peak periods and 20- to 60-minute intervals on weekends.

The Baldwin Park Transit Shuttle

The Baldwin Park Transit shuttle is a circulator bus that provides access to various points in the City of Baldwin Park. It runs Mondays - Fridays from 6:00 am to 7:00 pm, on Saturdays from 8:00 am to 5:00 pm, and on Sundays from 9:00 am to 4:00 pm. The service is operated with approximately 27-minute intervals on weekdays and 35-minute intervals on weekends.

There are currently two routes: the regular route and the special route, with two lines on each route (Teal Line and Pumpkin Line). The special route is identical to the regular routes except that it takes shortcuts on Frazier Street, Center Street and Olive Street. In the Specific Plan area, these two routes operate on exactly the same roads. The Teal line runs counter-clock wise and the Pumpkin line runs clock wise. Some major locations served on the routes within the Specific Plan area are Ramona Boulevard, the Metrolink Station, Morgan Park, and Maine Park Plaza.

Existing Traffic Conditions

A total of sixteen study intersections were identified, in conjunction with City of Baldwin Park staff, for inclusion in the traffic analysis. The analyzed locations correspond to locations where potential traffic impacts from the Specific Plan are most likely to occur. All of these intersections are signalized except for the intersection of Pacific Avenue and Bogart Avenue, which is minor

street stop-controlled (Stop signs on the Bogart Avenue approach). The intersections identified for analysis is as follows and shown on **Figure 3.11-1**:

1. Ramona Boulevard & Maine Avenue
2. Ramona Boulevard & Bogart Avenue
3. Ramona Boulevard & Downing Avenue
4. Ramona Boulevard & Badillo Street
5. Badillo Street & Puente Avenue
6. Maine Avenue & Palmrose Street
7. Maine Avenue & Clark Street
8. Maine Avenue & Los Angeles Street
9. Pacific Avenue & Bogart Avenue
10. Pacific Avenue & Downing Avenue
11. Pacific Avenue & Big Dalton Avenue
12. Ramona Boulevard & Cesar Chavez Drive
13. Ramona Boulevard & Baldwin Park Boulevard
14. Ramona Boulevard & Stewart Avenue
15. Ramona Boulevard & Merced Avenue
16. Merced Avenue & Baldwin Park Boulevard

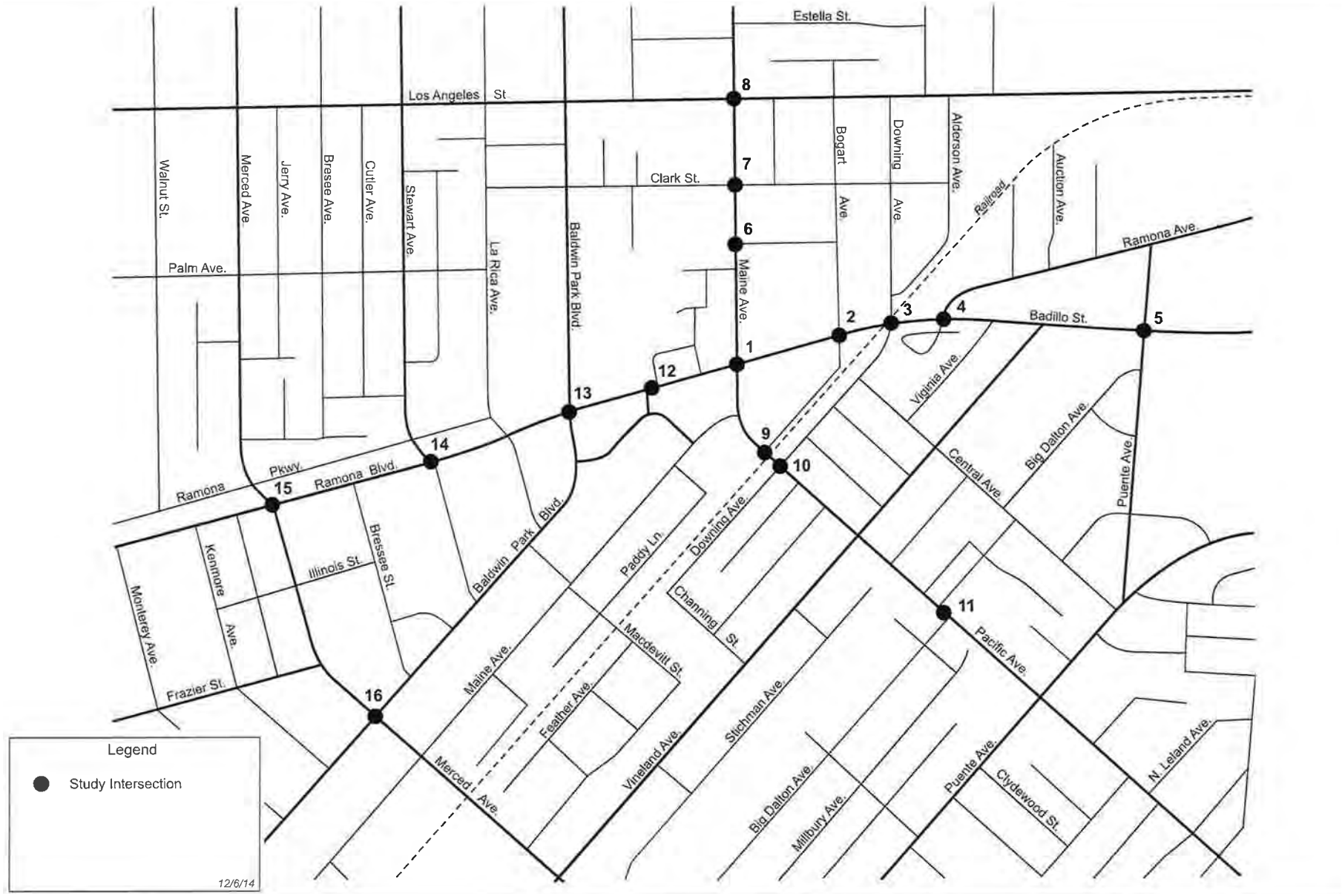
The 16 intersections selected for analysis were based on the above criteria; build out of the proposed Specific Plan's peak-hour vehicle trip generation, the anticipated distribution of vehicular trips from build out of the Specific Plan, and existing intersection/corridor operations.

In addition to intersection analysis, a review was conducted of Los Angeles County MTA intersection and freeway monitoring stations to determine if a CMP transportation impact assessment analysis is required to evaluate build out of the proposed Specific Plan.

Level of Service Analysis Methodologies

Traffic flow conditions are measured in terms of a grading system called LOS, which qualitatively characterizes traffic conditions associated with varying levels of vehicle traffic, ranging from LOS A (indicating excellent operating conditions with little delay to motorists) to LOS F (indicating congested conditions with excessive vehicle delay).

The City of Baldwin Park has established threshold criteria that determine if a project has a significant impact at signalized intersections. Under the City's guidelines, a project impact would be considered significant if the LOS for an intersection is LOS F and the project related increase in the V/C ratio is equal to or greater than 0.010.



SOURCE: The Mobility Group

Baldwin Park Downtown TOD Specific Plan EIR . 130953

Figure 3.11-1
Study Intersections

Intersections

The analysis of peak-hour intersection LOS is the primary indicator of circulation system performance. For this analysis, LOS at signalized intersections is based on the ICU methodology (the City's standard methodology), which provides an output value that represents a volume-to-capacity (V/C) ratio. For the unsignalized (side-street stop-controlled) study intersections, LOS was evaluated using methodologies from the 2000 Highway Capacity Manual (Transportation Research Board, 2000). For this methodology, LOS is related to the total delay per vehicle for each stop-controlled movement or approach only (for side-street stop-controlled intersections), and the movement or approach with the highest delay is reported. **Table 3.11-1** summarizes the relationship between LOS and V/C ratios (signalized) and vehicle delay (unsignalized).

Existing Traffic Operating Conditions

Intersections

Manual counts of vehicular turning movements were conducted at the 16 study intersections during the weekday morning (7:00 am to 9:00 pm) and afternoon (4:00 pm to 6:00 pm) commuter periods in October 2014 to determine the peak-hour traffic volumes. The am peak hour in the area is generally between 7:15 am and 8:15 am, and the pm peak hour is generally between 5:00 pm and 6:00 pm. The existing am and pm peak-hour traffic volumes of vehicle movements at the study intersections are summarized in the technical appendices of the Traffic Study (The Mobility Group, 2015), in **Appendix D**.

TABLE 3.11-1
DEFINITIONS FOR INTERSECTION LEVEL OF SERVICE

Unsignalized Intersections		Level of Service Grade	Signalized Intersections	
Description	**Average Total Vehicle Delay (Seconds)**		**Volume-to-Capacity (V/C) Ratio**	**Description**
No delay for stop-controlled approaches.	≤10.0	A	≤0.60	Excellent: No vehicle waits longer than one Red light, and no approach phase is fully used.
Operations with minor delay.	>10.0 and ≤15.0	B	>0.60 and ≤0.70	Very Good: An occasional approach phase is fully utilized; many drivers begin to feel somewhat restricted within groups of vehicles.
Operations with moderate delays.	>15.0 and ≤25.0	C	>0.70 and ≤0.80	Good: Occasionally, drivers may have to wait through more than one Red light; backups may develop behind turning vehicles.
Operations with increasingly unacceptable delays.	>25.0 and ≤35.0	D	>0.80 and ≤0.90	Fair: Delays may be substantial during portions of the rush hours, but enough lower-volume periods occur to permit clearing of developing queues, preventing excessive backups.
Operations with high delays, and long queues.	>35.0 and ≤50.0	E	>0.90 and ≤1.00	Poor: Represents the most vehicles that intersection approaches can accommodate; can have long lines of waiting vehicles through several signal cycles.

Operations with extreme congestion, and with very high delays and long queues unacceptable to most drivers.	>50.0	F	>1.00	Failure: Backups from nearby intersections or on cross streets may restrict or prevent movements of vehicles out of the intersection approaches. Lengthy delays with continuously increasing queue lengths.

SOURCES: Transportation Research Board, *Highway Capacity Manual*, updated 2000; Transportation Research Board, *Transportation Research Circular No. 212, Interim Materials on Highway Capacity*, 1980.

As indicated in **Table 3.11-2**, all of the 16 existing study intersections are currently operating at LOS E or better during the weekday am and pm peak hours, which is within the City's LOS standard. The existing conditions ICU/HCM data worksheets (for all analysis scenarios) are presented in the appendices of the Traffic Study (The Mobility Group, 2015), in **Appendix D**.

TABLE 3.11-2
EXISTING CONDITIONS - INTERSECTION LEVEL OF SERVICE

		AM Peak Hour		PM Peak Hour	
No.	**Intersection**	**V/C or Delay**	**LOS**	**V/C or Delay**	**LOS**
1	Ramona Boulevard & Maine Avenue	0.671	B	0.853	D
2	Ramona Boulevard & Bogart Avenue	0.508	A	0.574	A
3	Ramona Boulevard & Downing Avenue	0.556	A	0.548	A
4	Ramona Boulevard & Badillo Street	0.649	B	0.574	A
5	Badillo Street & Puente Avenue	0.597	A	0.666	B
6	Maine Avenue & Palmrose Street	0.360	A	0.382	A
7	Maine Avenue & Clark Street	0.560	A	0.551	A
8	Maine Avenue & Los Angeles Street	0.662	B	0.712	C
9	Pacific Avenue & Bogart Avenue[a]	20.4	C	36.0	E
10	Pacific Avenue & Downing Avenue	0.472	A	0.508	A
11	Pacific Avenue & Big Dalton Avenue	0.535	A	0.577	A
12	Ramona Boulevard & Cesar Chavez Drive	0.424	A	0.539	A
13	Ramona Boulevard & Baldwin Park Boulevard	0.555	A	0.784	C
14	Ramona Boulevard & Stewart Avenue	0.561	A	0.596	A
15	Ramona Boulevard & Merced Avenue	0.648	B	0.624	B
16	Merced Avenue & Baldwin Park Boulevard	0.595	A	0.684	B

[a] This is a unsignalized intersection, with Stop sign control only on the Bogart Avenue approach, and LOS is based on average delay (seconds per vehicle).

SOURCE: The Mobility Group, 2015

3.11.2 Regulatory Setting

Los Angeles Congestion Management Program

The Los Angeles Congestion Management Program (CMP) is a state-mandated program enacted by the State Legislature with the passage of Proposition 111 in 1990, administered by the Los Angeles County Metropolitan Transportation Authority (Metro). The purpose of the CMP is to develop a coordinated approach to managing and decreasing traffic congestion by linking the various transportation, land use, and air quality planning programs throughout the County. One required element of the CMP is a process to evaluate the transportation and traffic impacts of large projects on the regional transportation system. That process is undertaken by local agencies, project applicants, and traffic consultants through a transportation impact report usually conducted as part of the CEQA project review process.

The primary goal of the CMP is to reduce traffic congestion in order to enhance the economic vitality and quality of life for all affected communities. The CMP guidelines require the evaluation of all designated CMP arterial monitoring intersections, including freeway on-ramps or off-ramps, where a project could add 50 or more trips during either the am or pm peak hour and the evaluation of mainline freeway monitoring locations where a project could add 150 or more trips, in either direction, during either the am or pm peak hour. Based upon these assessments, the CMP contains specific strategies and identifies proposed improvements to reduce traffic congestion and improve the performance of a multi-modal transportation system. Examples of strategies include increased emphasis on public transportation and rideshare programs, mitigating the impacts of new development and better coordinating land use and transportation planning decisions.

2012 Regional Transportation Plan

The Regional Transportation Plan (RTP) is a long-range transportation plan that is developed and updated by SCAG every four years. As the planning authority for the six counties of Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura, as well as 189 cities, SCAG is the lead agency in facilitating the development of the RTP to provide a vision for transportation investments throughout the region. Using growth forecasts and economic trends that project out over a 20-year period, the RTP considers the role of transportation in the broader context of economic, environmental, and quality-of-life goals for the future, identifying regional transportation strategies to address our mobility needs. The preparation of an RTP every four years by SCAG is required under federal and state regulations in order for transportation projects in the Southern California region to qualify for federal and state funding. The RTP is updated to reflect changes in trends, progress made on projects, and to adjust the growth forecast for population changes. The most recent RTP was adopted by SCAG's Regional Council in April 4, 2012, and is known as the 2012-2035 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS). Compared to previous RTPs, the 2012-2035 RTP/SCS places a greater emphasis on sustainability and integrated planning, and includes a strong commitment to reduce emissions from transportation sources to comply with California Senate Bill (SB) 375, improve public health, and meet the National Ambient Air Quality Standards as set forth by the federal

Clean Air Act. Overall, the 2012–2035 RTP/SCS contains a regional commitment for the broad deployment of zero- and near-zero emission transportation technologies in the 2023–2035 time frame and clear steps to move toward this objective.

City of Baldwin Park General Plan

Adopted in 2002, the City of Baldwin Park *2020 General Plan* contains policies in the Circulation Element that address transportation issues relevant to the proposed Specific Plan. The City's intent is to promote and develop efficient and convenient travel by all appropriate modes (e.g., pedestrian, bicycle, regional and local bus transit and rail). As stated in the Circulation Element, "The goals and policies in this Element recognize the built-out character of Baldwin Park and reflect the constraints imposed by a long-established street network and freeway system, as well as relatively fixed land use patterns. However, the City's chief aim is to work creatively within these constraints to enhance all modes of transportation and to provide for safe and efficient circulation for all City residents."

Vehicular Circulation

Internal Traffic Circulation

Goal 1.0: Provide a street and highway system in Baldwin Park that provides adequate capacity to ensure acceptable traffic flow.

Policy 1.6: Continue to automate traffic signals and to develop an integrated traffic signal control system.

Alternative Transportation Modes and Connectivity

City of Baldwin Park Transportation Goals and Policies

The City of Baldwin Park has long intended to promote and develop efficient and convenient travel by all appropriate modes (e.g., pedestrian, bicycle, regional and local bus transit, rail, etc.). As stated in the Circulation Element of the *Baldwin Park 2020 General Plan*, "The goals and policies in this Element recognize the built-out character of Baldwin Park and reflect the constraints imposed by a long-established street network and freeway system, as well as relatively fixed land use patterns. However, the City's chief aim is to work creatively within these constraints to enhance all modes of transportation and to provide for safe and efficient circulation for all City residents."

Focus Area: Downtown/Metrolink

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

Policy 8.1: Utilize signal timing progression on Ramona Boulevard to encourage reduced speeds. Program a green light "bandwidth" that provides for manageable speeds of through vehicles.

Policy 8.2: Establish a mid-block pedestrian connection between the north and south sides of Ramona Boulevard with a pedestrian-activated signal. Utilize traffic calming techniques such as enhanced paving within travel lanes.

Policy 8.3: Consider alternative uses for the frontage streets/parking along Ramona Boulevard. These could include angle parking access from Ramona Boulevard with special back-up areas outside the through travel lanes.

Policy 8.4: Improve alternative through traffic routes to make these alternatives more attractive to existing Maine Avenue traffic.

Policy 8.5: Provide alternative viable access options for the land uses located along Maine Avenue (north of Ramona Boulevard) to reduce congestion in this area.

Policy 8.6: Work with local Post Office officials to improve traffic operations associated with the Post Office use.

Policy 8.7: Examine potential transit opportunities which could be developed to link the North Maine Avenue area with the Metrolink station.

Policy 8.8: Examine potential transit opportunities which could be developed to link Downtown with the Metrolink station.

Policy 8.9: Establish a pedestrian linkage between the Metrolink station and Downtown.

3.11.3 Thresholds of Significance

In accordance with Appendix G of the *CEQA Guidelines*, the project could have a significant impact on land use and planning if it would:

- 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.

- 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.

- 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.

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

- Result in inadequate emergency access.

- Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities.

The City of Baldwin Park has established threshold criteria that determine if a project has a significant impact at signalized intersections. Under the City's guidelines, a project impact would be considered significant if the LOS for an intersection is LOS F and the project related increase in the V/C ratio is equal to or greater than 0.010.

As discussed in the Initial Study/NOP prepared for the proposed project (see Appendix A), the proposed Specific Plan area is not located within two miles of an airport nor is it located within an airport approach zone. The closest airport is El Monte Airport, located approximately four miles west of Baldwin Park. Thus, the proposed Specific Plan would not result in changes to air traffic patterns or a change in air traffic locations. In addition, **t**he proposed Specific Plan is based on the encouragement of TOD and provision of alternative transportation. Therefore, the proposed 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). Thus, no impacts would occur

3.11.4 Methodology

Traffic Forecasting

In order to evaluate the potential traffic impacts of the proposed project for future conditions, it was necessary to first estimate and analyze future traffic conditions without the project. The year selected for this analysis was 2035, which is the anticipated Specific Plan build out year. Because of the long-term horizon for the proposed Specific Plan, future traffic forecasts were estimated primarily based on regional traffic forecasts, which assure consistency with the regional planning process. The traffic growth forecast was taken from the Los Angeles CMP, which projects an average 0.4 percent annual traffic growth through 2035 (i.e., a nine percent growth in traffic to the year 2035) for the part of Los Angeles County in which Baldwin Park is located. Existing traffic volumes were increased by this growth factor to obtain background 2035 traffic forecasts in the traffic study area.

In general, these forecasts include all projected land use growth and transportation improvements in the region to 2035. However, there are specific currently known development projects planned in the local Baldwin Park area that would affect local traffic volumes. The list of 18 applicable proposed development projects (i.e., that could affect traffic conditions in the project area and are identified as related projects) that are in construction, approved, or under formal planning consideration in the cities of Baldwin Park, Irwindale, El Monte, and West Covina, and unincorporated areas of Los Angeles County is in Table 2-6 (and shown in Figure 2-11) of Section 2.0, *Project Description*. Those projects would generate a total of about 2,670 vehicle trips in the am peak hour and 5,542 vehicle trips in the pm peak hour. While the traffic from these related projects could be considered to be included in the regional traffic forecasts, in order to prepare a conservative analysis and take into account the specific effects of the related projects on the local roadway system, they were included in addition to the background (non-project-specific) growth in traffic.

Future Transportation System Improvements

The only transportation system improvement in the local area that is approved and fully funded to occur prior to the completion year of the Specific Plan is the installation of a new traffic signal at the intersection of Pacific Avenue and Bogart Avenue. This improvement was assumed in the base transportation network for future year analyses.

It should also be noted that, for purposes of preparing a conservative worst case analysis, no potential street improvements or transportation mitigation measures that might be associated with any of the related projects were included in the future conditions traffic analysis.

3.11.5 Impact Analysis

The proposed Specific Plan is intended to provide opportunities for effective and convenient transit, pedestrian, and bicycle circulation, in addition to vehicular use. The proposed Specific Plan identifies improvements along Ramona Boulevard in Downtown that would reconfigure public right-of-way areas containing diagonal parking (the parking bays). One row of diagonal parking (closest to the street) would be removed, and the sidewalks widened. The row of diagonal parking adjacent to the buildings would be retained. This would create a wider and generous landscaped pedestrian way adjacent to the buildings while retaining convenient parking located next to the commercial land uses.[2] The roadway classifications, number of traffic lanes and the roadway lane configurations of streets would remain the same as today, with the following two exceptions.

- The section of Maine Avenue between Pacific Avenue and Sterling Way (opposite City Hall), would be vacated.

- Sterling Way would be realigned eastward at Ramona Boulevard from the current unsignalized tee-intersection to a four way signalized intersection with Cesar Chavez Drive. (The existing intersection of Ramona Boulevard & Cesar Chavez Drive is already signalized).

These circulation improvements are shown in Figure 2-8 in Section 2.0, *Project Description*. Access to all existing properties in the area would be maintained, including the provision of a new street to run at the rear of the commercial uses fronting on Ramona Boulevard between Maine Avenue and Sterling Way in order to maintain local access and deliveries. These changes would enhance pedestrian circulation in this area and simplify the currently complicated "double" intersection of Sterling Way and Cesar Chavez Drive into a single consolidated intersection.

Transit

Metrolink service would continue to operate service through the Specific Plan area, with the Metrolink Station in operation at its current location. Regional bus transit routes would continue to serve the Specific Plan area, as well as serving the Metrolink Station directly. The Specific Plan would encourage and enhance accessibility to local and regional public transportation by improving connectivity to the Baldwin Park Metrolink Station and other public transit providers, and adding pedestrian and transit amenities.

[2] About 150 parking spaces would be removed from Ramona Boulevard. As explained in the Specific Plan these would be accommodated elsewhere in the Specific Plan Area. The Specific Plan also identifies a potential new parking structure on Laurens Avenue. A structure of approximately 250 spaces was assumed at this location for analysis purposes, and it was assumed the removed Ramona spaces would be accommodated in the new structure.

Bicycles

The Specific Plan Bicycle Network shown in Figure 2-10 in Section 2.0, *Project Description*, includes a combination of Class II and Class III facilities to provide a connected and integrated bicycle network in the Downtown, and to connect Downtown to the adjacent neighborhoods.[3] The Specific Plan identities Class II facilities where feasible; however, where there is insufficient roadway width to stripe bicycle lanes and to retain on-street parking, a connected network is achieved through the designation of Class III bicycle routes.

The General Plan calls for Class II bicycle lanes on Ramona Boulevard and Baldwin Park Boulevard north of Ramona Boulevard, and Class III bicycle routes on Baldwin Park Boulevard south of Ramona Boulevard, Sterling Way, and Pacific Avenue. These are all retained in the proposed Specific Plan.

The existing bike lane on Ramona Boulevard would be maintained and improved. The roadway would be restriped to retain the exiting two traffic lanes in each direction, but would be reconfigured to provide a wider bicycle lane (six feet compared to the existing four-foot-wide lanes), the bicycle lane would have colored pavement to provide greater visibility, and a six-foot-wide striped separation to the moving traffic lanes would be added.

Bicycle routes would be established on the following streets in the Specific Plan area: Baldwin Park Boulevard south of Ramona Boulevard, Sterling Way, and Pacific Avenue south of Maine Avenue (all as specified in the General Plan), as well as on Maine Avenue, Bogart Avenue, Downing Avenue south of Ramona Boulevard, and Central Avenue. The provision of these bicycle facilities would not reduce the number of traffic lanes on any roadways.

Project Trip Generation and Distribution

For the purposes of this EIR traffic analysis, land use forecasts were developed for the proposed Specific Plan. These comprised land use types and quantities that could be added in the Specific Plan area, and land use types and quantities that could be replaced (removed). A total of 20 geographic zones were identified and land use projections made for each zone. Potential changes in land uses were identified for 15 of these zones. The land use forecasts are summarized in Table 4.1 of the Traffic Study in **Appendix D**, by type of land use, and for the Specific Plan area as a whole.

In total, the Specific Plan could accommodate approximately an additional 289,150 square feet of commercial development and an additional 848 multi-family dwelling units. A total of 68,200 square feet of commercial and industrial uses could be removed in the Specific Plan area (including almost 24,000 square feet of manufacturing uses) as well as 17 single-family residential units.

[3] A Class II bicycle lane consists of a designated striped lane along the curb lane of a street or highway. The lane provides for one-way travel and is generally delineated with special striping and signage. A Class III bicycle route is for shared use with pedestrians or more commonly motor vehicle traffic. Signs are posted which indicate that the road also serves as a bike route. While no special striping is provided for cyclists, there may be "sharrow" markings (representation of a bicycle) on the roadway to emphasize the shared use of the roadway lane.

Vehicular trip generation was estimated for the existing land uses and for the projected future land uses, to determine a net increase in trip generation. Trip generation from the project was estimated using trip rates from *Trip Generation Manual* (Institute of Transportation Engineers, 2012). However, ITE trip rates are for stand-alone land uses with negligible transit use. Therefore, the rates were adjusted to be more representative of a local downtown environment and transit oriented district – where the proximity of land uses allows for some trips to be made by walking rather than driving, where some of the trips are between destinations within the downtown and thus do not leave the area, and where proximity to transit allows other trips to be made by transit.

Internal Trip Reduction (Trips Remaining within the Specific Plan Boundary)

Due to the mixed-use nature of the Specific Plan land uses and the pedestrian-friendly small-block grid system layout, there would be interaction among the different land uses in the Specific Plan. For example, residents or employees living and/or working within the plan boundaries who visit a nearby retail or restaurant use would generally be within walking distance, and would not need to make a vehicle trip. Similarly, some visitors to Downtown would visit several destinations and would not make separate driving trips to each use, but would typically walk between nearby destinations.

Transit Trips

Because the Specific Plan location is mostly in a traditional downtown grid combined with a host of land uses within walking distance from the Metrolink station and with some bus transit readily available, a number of project trips are expected to be made by transit rather than private vehicle.

Adjustments

Certain adjustments to the trip generation rates were therefore made to reflect the above conditions. These adjustments differed for existing and future conditions. Today, the land uses are lower density, and the Downtown area is not very pedestrian-friendly, with a negligible amount of bicycling. In the future, with the Specific Plan, land uses would be higher density – encouraging more walking between uses, and the pedestrian- and bicycle-oriented features of the Specific Plan would create a more pedestrian-friendly environment. In combination with the improved walking environment, the improved access to the Metrolink Station would encourage higher transit use.

The location and combination of land uses in each zone was evaluated to estimate reasonable estimates of the proportion of trips internal to the Specific Plan area and that would be made by walking, and of mode shares for transit. For existing conditions, trip rate reductions of 5 percent for commercial uses, 10 percent for residential uses, and 20 percent for convenience uses such as banks and fast food were applied for internal and walking trips, and a reduction of 2 percent for transit use. For future projections with the Specific Plan, trip rate reductions of between 10 and 20 percent were made for internal and walking trips, and between 5 and 10 percent for future transit use. The trip rates and adjustments used are shown in Appendix A of the Traffic Study in **Appendix D**. These adjustments are based on consideration of local and national research and are

considered to be conservative adjustments (in order to not underestimate potential project impacts).

Specific Plan Trip Generation Totals

As shown in **Table 3.11-3**, the build out of the proposed Specific Plan would generate a net total of 332 new vehicle trips in the am peak hour (from 1,611 to 1,943 trips) and 1,084 new vehicle trips in the pm peak hour (from 2,472 to 3,556 trips).

TABLE 3.11-3
TRIP GENERATION BY LAND USE

	Existing			Future			Net Change		
Land Use	**AM**	**PM**	**Daily**	**AM**	**PM**	**Daily**	**AM**	**PM**	**Daily**
Residential-Apartments	19	23	246	355	425	4,187	336	402	3,941
Single Family Houses	39	52	495	27	36	346	-12	-16	-149
Public Facility	0	0	0	0	0	0	0	0	0
Community Center	113	151	1,866	113	151	1,866	0	0	0
Communication Facilities	35	37	265	35	37	265	0	0	0
Industrial	30	32	229	37	39	278	7	7	49
Manufacturing	17	17	89	0	0	0	-17	-17	-89
Medical Office	25	38	379	0	0	0	-25	-38	-379
Auto Repair	35	43	429	0	0	0	-35	-43	-429
Office	72	68	508	95	90	675	23	22	167
Government Office	455	93	5,333	302	62	3,544	-153	-31	-1,789
Retail/Commercial	724	1,849	21,797	770	2,389	26,963	46	540	5,166
Restaurant	47	69	914	209	327	4,077	162	258	3,163
Total	**1,611**	**2,472**	**32,550**	**1,943**	**3,556**	**42,201**	**332**	**1,084**	**9,651**
Residential	58	75	741	382	461	4,533	324	386	3,792
Non-Residential	1,553	2,397	31,809	1,561	3,095	37,668	8	698	5,859

SOURCE: The Mobility Group, 2015

Specific Plan Trip Distribution

The likely distribution of the project trips was identified based on the type of land uses in the Specific Plan, the likely origins and destinations of project residents and visitors, and the characteristics of the street system in the Specific Plan area. The distribution estimates were based largely on trip distribution information in the Los Angeles CMP for the area of Baldwin Park (which are based on the distribution of population and employment in the broader region), as well as consideration of the more localized areas adjacent to the Specific Plan area. The distribution of peak-hour vehicle trips from the Specific Plan Area is illustrated in Figure 4.2 (non-residential trips) and in Figure 4.3 (residential trips), in the Traffic Study in **Appendix D**.

Impact 3.11.1: The proposed project could conflict with an applicable plan, ordinance, or policy establishing measures of effectiveness for the performance of the circulation system, or could 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.

Existing Plus Project Intersection Levels of Service

As described above, the City of Baldwin Park has established threshold criteria that determine if a project has a significant impact at signalized intersections. Under the City's guidelines, a project impact would be considered significant if the LOS for an intersection is LOS F and the project related increase in the V/C ratio is equal to or greater than 0.010.

As shown in **Table 3.11-4**, the analysis indicates that the addition of Specific Plan build out traffic would cause the level of service to worsen at a number of locations, but remain at an acceptable LOS at all except at the intersections of Ramona Boulevard and Maine Avenue, and Pacific Avenue and Bogart Avenue where LOS F would occur during the pm peak hour. The level of service at the unsignalized intersection of Pacific Avenue and Bogart Avenue would change from LOS E to LOS F. The City does not have criteria for significant impacts at unsignalized intersections. However, the City would install a new traffic signal at this location, which has been previously planned for, which would result in LOS A conditions.

The level of service at the signalized intersection of Ramona Boulevard and Maine Avenue would change from LOS D to LOS F, which is considered a significant impact. However, implementation of Mitigation Measures TRAF-1 would implement street improvements within the existing right-of-way that would reduce impacts related to the Existing Plus Project condition to a less than significant level.

TABLE 3.11-4
SUMMARY OF EXISTING AM AND PM PEAK-HOUR LEVELS OF SERVICE (LOS) AND VOLUME-TO-CAPACITY RATIOS (V/C) OR AVERAGE DELAY (IN SECONDS)

No.	Intersection		Existing		Existing Plus Project		Change to V/C or Delay	Signif. Impact?	Existing Plus Project Mitigated		Change to V/C or Delay	Mitigated?
			V/C or Delay	LOS	V/C or Delay	LOS			V/C or Delay	LOS		
1	Ramona Boulevard / Maine Avenue	AM	0.671	B	0.792	C	0.121	NO	n/a	n/a	n/a	---
		PM	0.853	D	1.117	**F**	**0.264**	**YES**	0.891	D	0.038	YES
2	Ramona Boulevard / Bogart Avenue	AM	0.508	A	0.523	A	0.015	NO	n/a	n/a	n/a	---
		PM	0.574	A	0.632	B	0.058	NO	n/a	n/a	n/a	---
3	Ramona Boulevard / Downing Avenue	AM	0.556	A	0.577	A	0.021	NO	n/a	n/a	n/a	---
		PM	0.548	A	0.601	B	0.053	NO	n/a	n/a	n/a	---
4	Ramona Boulevard / Badillo Street	AM	0.649	B	0.675	B	0.026	NO	n/a	n/a	n/a	---
		PM	0.574	A	0.667	B	0.093	NO	n/a	n/a	n/a	**---**
5	Badillo Street / Puente Avenue	AM	0.597	A	0.605	B	0.008	NO	n/a	n/a	n/a	---
		PM	0.666	B	0.693	B	0.027	NO	n/a	n/a	n/a	---
6	Maine Avenue / Palmrose Street	AM	0.360	A	0.347	A	-0.013	NO	n/a	n/a	n/a	---
		PM	0.382	A	0.405	A	0.023	NO	n/a	n/a	n/a	---
7	Maine Avenue / Clark Street	AM	0.560	A	0.571	A	0.011	NO	n/a	n/a	n/a	---
		PM	0.551	A	0.572	A	0.021	NO	n/a	n/a	n/a	---
8	Maine Avenue / Los Angeles Street	AM	0.662	B	0.669	B	0.007	NO	n/a	n/a	n/a	---
		PM	0.712	C	0.734	C	0.022	NO	n/a	n/a	n/a	---
9	Pacific Avenue / Bogart Avenue[a]	AM	20.4	C	23.9	C	3.5	N/A	n/a	n/a	n/a	---
		PM	36.0	E	101.5	F	65.5	N/A	n/a	n/a	n/a	---
10	Pacific Avenue / Downing Avenue	AM	0.472	A	0.493	A	0.021	NO	n/a	n/a	n/a	---
		PM	0.508	A	0.539	A	0.031	NO	n/a	n/a	n/a	---
11	Pacific Avenue / Big Dalton Avenue	AM	0.535	A	0.557	A	0.022	NO	n/a	n/a	n/a	---
		PM	0.577	A	0.612	B	0.035	NO	n/a	n/a	n/a	---
12	Ramona Boulevard / Cesar Chavez Drive	AM	0.424	A	0.614	B	0.190	NO	n/a	n/a	n/a	---
		PM	0.539	A	0.785	C	0.246	NO	n/a	n/a	n/a	---
13	Ramona Boulevard / Baldwin Park Boulevard	AM	0.555	A	0.593	A	0.038	NO	n/a	n/a	n/a	---
		PM	0.784	C	0.947	E	0.163	NO	n/a	n/a	n/a	---
14	Ramona Boulevard / Stewart Avenue	AM	0.561	A	0.579	A	0.019	NO	n/a	n/a	n/a	---
		PM	0.596	A	0.631	B	0.035	NO	n/a	n/a	n/a	---
15	Ramona Boulevard / Merced Avenue	AM	0.648	B	0.667	B	0.019	NO	n/a	n/a	n/a	---
		PM	0.624	B	0.661	B	0.037	NO	n/a	n/a	n/a	---
16	Merced Avenue / Baldwin Park Boulevard	AM	0.595	A	0.615	B	0.020	NO	n/a	n/a	n/a	---
		PM	0.684	B	0.723	C	0.039	NO	n/a	n/a	n/a	---

[a] This is a unsignalized intersection, with Stop sign control only on the Bogart Avenue approach, and LOS is based on average delay (seconds per vehicle).

SOURCE: The Mobility Group, 2015

Future Intersection Levels of Service

As shown in **Table 3.11-5**, all intersections in the traffic study area would operate at LOS D or better during the am and pm peak hours under Future (2035), with exception of the intersections of Ramona Boulevard and Maine Avenue, and Ramona Boulevard and Baldwin Park Boulevard where LOS F would occur during the pm peak hour, and the increase in v/c ratio would exceed the City's threshold of significance of 0.010. To reduce these impacts Mitigation Measures TRAF-1 through TRAF-3 would be implemented. As shown in **Table 3.11-5**, implementation of these mitigation measures would result in a v/c ratio of 0.981 (LOS E) at the intersection of Ramona Boulevard and Maine Avenue, and a v/c ratio of 0.969 (LOS E), which would reduce the potentially significant impacts to a less than significant level.

As detailed below, Mitigation Measures TRAF-1 and TRAF-3 would implement street improvements within the existing Ramona Boulevard right-of-way that would reconfigure the approaches to the intersections of Ramona Boulevard and Maine Avenue, and Ramona Boulevard and Baldwin Park Boulevard, which would preclude the ability to provide wider bike lanes adjacent to the vehicular turn lane. This would have no impact on bicycle travel or safety. It is an accepted and common occurrence for bicycle lanes to transition to a shared lane on major intersection approaches.

Mitigation Measures

Mitigation Measure TRAF-1: Intersection No. 1: Ramona Boulevard and Maine Avenue. Restripe the eastbound and westbound approaches on Ramona Boulevard to add dedicated right-turn lanes within the existing curb-to-curb width of the roadway; all other lane configurations at the intersection would remain unchanged. This reconfiguration of the Ramona Boulevard approaches to the intersection would preclude the ability to provide wider bike lanes adjacent to the vehicular turn lane.

Mitigation Measure TRAF-2: Intersection No. 1: Convert Maine Avenue between Pacific Avenue and Sterling Way to a one-way (westbound) only roadway. This shall be achieved by the relocating of Maine Avenue to be located along the rear of the commercial uses fronting on Ramona Boulevard between Pacific Avenue and Sterling Way.

Mitigation Measure TRAF-3: Intersection No. 13: Ramona Boulevard and Baldwin Park Boulevard. Restripe the eastbound and westbound approaches on Ramona Boulevard to add dedicated right-turn lanes within the existing curb-to-curb width of the roadway; all other lane configurations at the intersection would remain unchanged. This reconfiguration of the Ramona Boulevard approaches to the intersection would preclude the ability to provide wider bike lanes adjacent to the vehicular turn lane.

Significance After Mitigation: Less than significant

TABLE 3.11-5
SUMMARY OF FUTURE (2035) AM AND PM PEAK-HOUR LEVELS OF SERVICE (LOS) AND VOLUME-TO-CAPACITY RATIOS (V/C) OR AVERAGE DELAY (IN SECONDS)

No.	Intersection		Year 2035 Future Pre-Project		Year 2035 Future With Project		Change to V/C or Delay	Signif. Impact?	Year 2035 With Project Mitigated		Change to V/C or Delay	Mitigated?
			V/C or Delay	LOS	V/C or Delay	LOS			V/C or Delay	LOS		
1	Ramona Boulevard / Maine Avenue	AM	0.732	C	0.867	D	0.135	NO	n/a	n/a	n/a	---
		PM	0.955	E	1.233	**F**	**0.278**	**YES**	0.981	E	0.026	YES
2	Ramona Boulevard / Bogart Avenue	AM	0.550	A	0.565	A	0.015	NO	n/a	n/a	n/a	---
		PM	0.625	B	0.684	B	0.059	NO	n/a	n/a	n/a	---
3	Ramona Boulevard / Downing Avenue	AM	0.600	A	0.622	B	0.022	NO	n/a	n/a	n/a	---
		PM	0.594	A	0.647	B	0.053	NO	n/a	n/a	n/a	---
4	Ramona Boulevard / Badillo Street	AM	0.706	C	0.731	C	0.025	NO	n/a	n/a	n/a	---
		PM	0.622	B	0.721	C	0.099	NO	n/a	n/a	n/a	**---**
5	Badillo Street / Puente Avenue	AM	0.644	B	0.652	B	0.008	NO	n/a	n/a	n/a	---
		PM	0.721	C	0.749	C	0.028	NO	n/a	n/a	n/a	---
6	Maine Avenue / Palmrose Street	AM	0.390	A	0.376	A	-0.014	NO	n/a	n/a	n/a	---
		PM	0.427	A	0.450	A	0.023	NO	n/a	n/a	n/a	---
7	Maine Avenue / Clark Street	AM	0.607	B	0.618	B	0.011	NO	n/a	n/a	n/a	---
		PM	0.604	B	0.626	B	0.022	NO	n/a	n/a	n/a	---
8	Maine Avenue / Los Angeles Street	AM	0.717	C	0.724	C	0.007	NO	n/a	n/a	n/a	---
		PM	0.779	C	0.802	D	0.023	NO	n/a	n/a	n/a	---
9	Pacific Avenue / Bogart Avenue[a]	AM	0.443	A	0.460	A	0.017	NO	n/a	n/a	n/a	---
		PM	0.515	A	0.586	A	0.071	NO	n/a	n/a	n/a	---
10	Pacific Avenue / Downing Avenue	AM	0.510	A	0.532	A	0.022	NO	n/a	n/a	n/a	---
		PM	0.558	A	0.589	A	0.031	NO	n/a	n/a	n/a	---
11	Pacific Avenue / Big Dalton Avenue	AM	0.581	A	0.602	B	0.021	NO	n/a	n/a	n/a	---
		PM	0.634	B	0.669	B	0.035	NO	n/a	n/a	n/a	---
12	Ramona Boulevard / Cesar Chavez Drive	AM	0.461	A	0.622	B	0.201	NO	n/a	n/a	n/a	---
		PM	0.589	A	0.853	D	0.234	NO	n/a	n/a	n/a	---
13	Ramona Boulevard / Baldwin Park Boulevard	AM	0.600	A	0.651	B	0.051	NO	n/a	n/a	n/a	---
		PM	0.867	D	**1.036**	**F**	**0.169**	**YES**	0.969	E	0.102	YES
14	Ramona Boulevard / Stewart Avenue	AM	0.606	B	0.625	B	0.019	NO	n/a	n/a	n/a	---
		PM	0.646	B	0.681	B	0.035	NO	n/a	n/a	n/a	---
15	Ramona Boulevard / Merced Avenue	AM	0.705	C	0.724	C	0.019	NO	n/a	n/a	n/a	---
		PM	0.680	B	0.717	C	0.037	NO	n/a	n/a	n/a	---
16	Merced Avenue / Baldwin Park Boulevard	AM	0.663	B	0.677	B	0.014	NO	n/a	n/a	n/a	---
		PM	0.765	C	0.803	D	0.038	NO	n/a	n/a	n/a	---

[a] This is an existing unsignalized intersection, which the City plans to signalize. The future signalized LOS conditions are presented in this table.

SOURCE: The Mobility Group, 2015

Congestion Management Program Traffic Impact Assessment

As described above, the CMP requires analysis of traffic conditions at all CMP arterial monitoring intersections where the proposed Specific Plan would add 50 or more trips during either the am or pm weekday peak hours of adjacent street traffic. The CMP also requires that traffic studies analyze mainline freeway monitoring locations where the project will add 150 or more trips in either direction during either am or pm weekday peak hours. If, based on these criteria, the Traffic Study identifies no facilities for study, then no further traffic analysis is required.

CMP Arterial Monitoring Locations

A review of the 2010 CMP shows that the following arterial monitoring stations are closest to the Specific Plan area and where CMP impacts could potentially occur from build out of the project:

- Azusa Avenue & Foothill Boulevard
- Azusa Avenue & Arrow Highway
- Azusa Avenue & Cameron Avenue
- Azusa Avenue & Amar Road

The number of Specific Plan vehicle trips expected to pass through these intersections at build out was estimated based on the trip generation and trip distribution described above. Due to dispersal of Specific Plan traffic onto multiple routes and streets as it travels farther from the area, the number of trips are fewer than the 50-trip threshold by the time project traffic reaches the monitoring intersections. The maximum number of trips that the Specific Plan at build out would add to these CMP arterial monitoring stations would be in the pm peak hour; and would be 22 trips at Azusa Avenue & Foothill Boulevard, 33 trips at Azusa Avenue & Arrow Highway, 43 trips at Azusa Avenue & Cameron Avenue, and 33 trips at Azusa Avenue & Amar Road. As the threshold of 50 or more trips would not be exceeded, no further analysis is required, and impacts related to CMP arterials would be less than significant.

CMP Freeway Monitoring Stations

A review of the 2010 CMP also shows that the following freeway monitoring stations are closest to the Specific Plan area:

- I-10 east of Peck Road
- I-10 east of Puente Street
- I-10 at Grand Avenue
- I-210 west of I-605
- I-605 at San Gabriel River Bridge

These segments are located some considerable distance from the Specific Plan area. The maximum number of one-way Specific Plan trips that would be added to these freeway segment monitoring locations would be in the pm peak hour, with 55 trips on I-10 east of Peck Road, 50 trips on I-10 at Grand Avenue, 30 trips on I-210 west of I-605, and zero trips on I-10 east of

Puente Avenue and on I-605 at San Gabriel River Bridge. As these volumes are well below the CMP threshold of 150 trips, no further analysis is necessary, and impacts to CMP freeways would be less than significant.

Transit Impact Analysis

The Specific Plan would generate about 186 net additional transit trips (101 inbound trips and 85 outbound trips) in the am peak hour, and about 365 additional transit trips (184 inbound and 181 outbound) in the pm peak hour (as detailed in the Traffic Study, **Appendix D**).

Based on the existing service frequency of transit lines near the Specific Plan area, the hourly directional capacity of the transit lines is 2,151 persons (see Table 4.6 of the Traffic Study). The highest directional volume of peak-hour trips added by the Specific Plan (184 trips in the pm peak hour), which would be about 8.5 percent of the total hourly directional transit capacity, which would not cause the capacity of the transit system to be substantially exceeded. Therefore, the proposed Specific Plan would not create any significant impacts on the transit systems serving the Specific Plan area.

Mitigation Measures: No mitigation required

Significance Determination: Less than significant

Impact 3.11.2: The proposed project could substantially increase hazards due to a design feature.

The proposed Specific Plan would 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). As a result, implementation of the proposed Specific Plan would result in less-than-significant impacts associated with potential traffic safety design hazards.

Mitigation Measures: No mitigation required

Significance Determination: Less than significant

Impact 3.11.3: The proposed project could result in inadequate emergency access.

The proposed Specific Plan would involve the reconfiguration of roadways and driveways to commercial properties. All such reconfigurations would be required to allow adequate emergency access per City requirements, requiring construction permits from the City's Public Works Department. Therefore, there is a reasonable expectation that development activities would not be allowed to result in potential impacts related to emergency access, as all projects are required to

go through development review and approval with the City Planning Department and Fire Department. For those reasons, implementation of the proposed Specific Plan would result in less-than-significant impacts associated with provision of adequate emergency access.

Mitigation Measures: No mitigation required

Significance Determination: Less than significant

References – Transportation and Traffic

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

ITE (Institute of Transportation Engineers), *Trip Generation* (9th edition), 2012.

Los Angeles County Metropolitan Transportation Authority (MTA), *2010 Congestion Management Program for Los Angeles County*, October 2010.

Transportation Research Board, *Highway Capacity Manual*, updated 2000.

Transportation Research Board, *Transportation Research Circular No. 212, Interim Materials on Highway Capacity*, 1980.

3.12 Utilities and Service Systems

Introduction

The purpose of this section is to assess the potential impacts of build out of the proposed Specific Plan on water supply and service, wastewater collection and treatment, storm water drain systems and solid waste disposal capacity. This section is based on comparisons of existing and anticipated levels of service with build out of the proposed Specific Plan. Infrastructure capacity information is sourced from the *Baseline Infrastructure Study* (Cruikshank, 2014), and information related to water supplies and service is from the *Valley County Water District 2010 Urban Water Management Plan* (UWMP) (Civiltec, 2011).

3.12.1 Environmental Setting

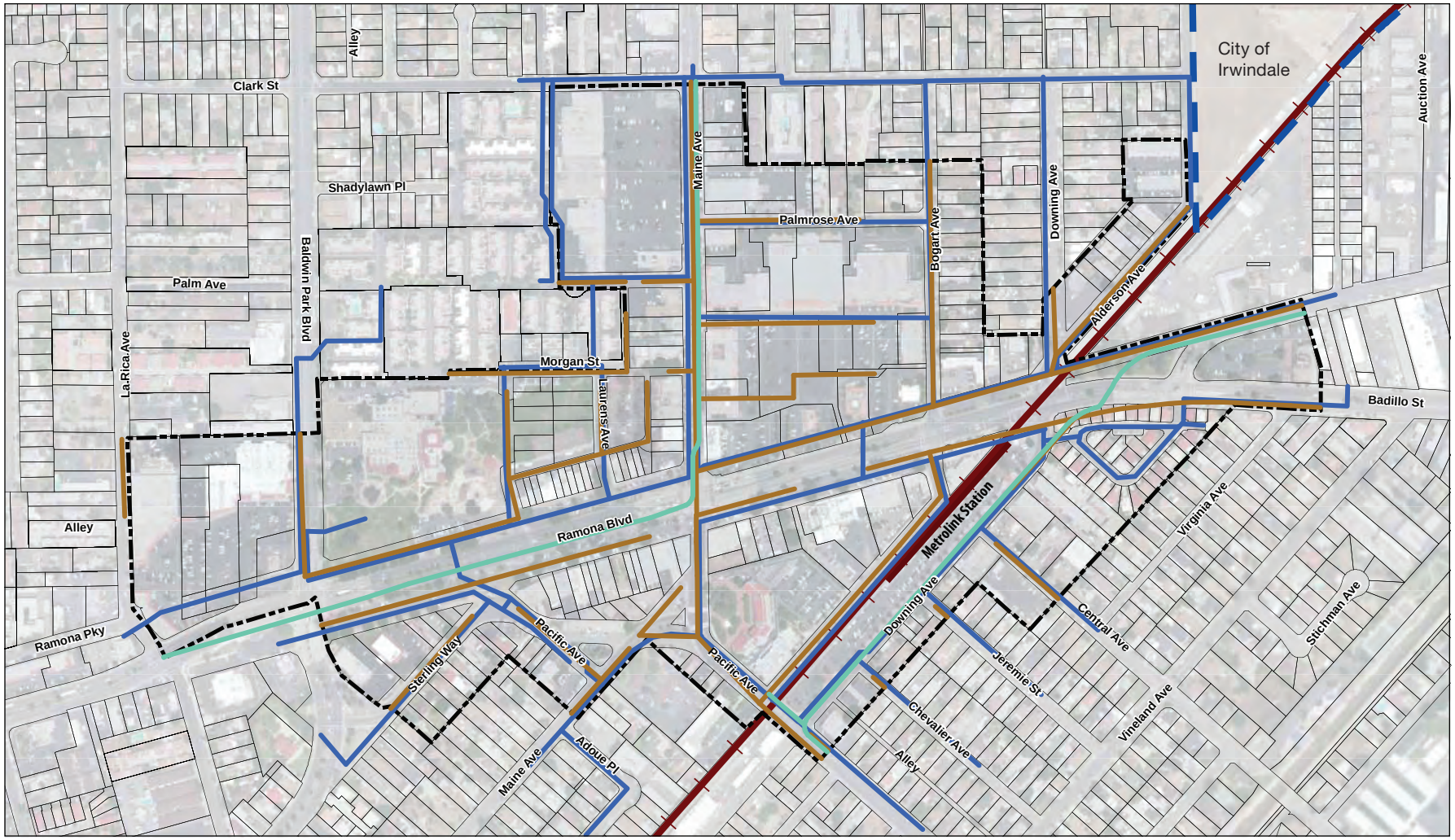
Water Infrastructure

The Specific Plan area is located entirely within the 9.4 square mile service area of the Valley County Water District (VCWD). VCWD's water distribution system consists of four active wells, 17 booster pumps at six plants, six steel reservoirs that provide 10 million gallons of storage, approximately 120 miles of transmission and distribution piping, and a connection to the regional Metropolitan Water District (MWD) facilities (VCWD, 2013). The existing water lines within the Specific Plan area consist of mostly steel pipes and a few polyvinyl chloride (PVC) water lines, which range in size from four to 12-inches in diameter (Cruikshank, 2014). The existing water supply infrastructure within the Specific Plan area is described below and shown on **Figure 3.12-1.**

La Rica Avenue: An eight-inch water main exists on the west side of La Rica Avenue from north of the Specific Plan area's north boundary that extends south and terminates at the connection to the existing water line in the westbound lane of Ramona Boulevard.

Baldwin Park Boulevard: A 20-inch water main is located within Baldwin Park Boulevard from the Specific Plan area's north boundary to the westbound lane of Ramona Boulevard. There is also a six-inch water line within Baldwin Park Boulevard west of the 20-inch water main from Clark Street to the westbound lane of Ramona Boulevard.

Maine Avenue: A 12-inch water main exists within the west side of Main Avenue, from north of the Specific Plan's north boundary that extends south to terminate at the connection to the existing 12-inch main in the west bound lane of Ramona Boulevard. There is also an eight-inch line in the east side of Main Avenue, from north of the Specific Plan area's north boundary that extends south to terminate at the connection to the existing 12-inch line from the east bound lane of Ramona Boulevard to Pacific Avenue.



SOURCE: JMC[2]

Baldwin Park Downtown TOD Specific Plan EIR . 130953

Figure 3.12-1
Existing Wet Utilities in Specific Plan Area

Bogart Avenue: A six-inch water line is located within the west side of Bogart Avenue from the north boundary of the Specific Plan area to the west lane of Ramona Boulevard. There is another six-inch water line from the east bound lane of Ramona Boulevard to Pacific Avenue.

Alderson Avenue: An eight-inch water line is located within the west side of Alderson Avenue from the Specific Plan's north boundary to Ramona Avenue.

Clark Street: An eight-inch water line is located within Clark Street from the west boundary of the Specific Plan to the east boundary of the Specific Plan.

Morgan Street: A six-inch water line is located within Morgan Street from Baldwin Park Avenue to Laurens Avenue.

Palm Avenue: A six-inch water line is located within the north side of Palm Avenue from the west boundary of the Specific Plan to Maine Avenue.

Palmrose Street: A four-inch water line is located within the north side of Palmrose Street from Baldwin Park Avenue to Bogart Avenue.

Ramona Boulevard: Within the westbound lane a 12-inch water line is located from La Rica Avenue that extends east past the east boundary of the Specific Plan; and another 12-inch water line is located within the westbound lane of Ramona Boulevard from Baldwin Park Avenue to just south of Morgan Park. Within the eastbound lane, a 12-inch water line is located from the Specific Plan's southwest boundary to Sterling Way. In addition, another 12-inch line is located within Ramona Boulevard to approximately 14514 Maine Avenue where it downsizes to an 8-inch line and continues east to Downing Avenue.

Sterling Way: A 12-inch water main is located within Sterling Way from Ramona Avenue to Maine Avenue; and another 12-inch line from the southwest boundary of the Specific Plan to approximately 14326 Sterling Way.

Pacific Avenue: A six-inch line is located within Pacific Avenue from Maine Avenue continuing past the southern boundary of the Specific Plan area.

Central Avenue: A six-inch line is located within Central Avenue from Downing Avenue continuing past the southern boundary of the Specific Plan area.

De La Gair Court: An eight-inch water line is located within De La Gair Court from Pacheco Drive to Lozano Drive.

Pacheco Drive: An eight-inch water line is located within Pacheco Drive from De La Gair Court to Lozano Drive.

Lozano Drive: An eight-inch water line is located within Lozano Drive from De La Gair Court to Pacheco Drive.

Jeremie Avenue: A six-inch water line is located within Jeremie Avenue from Downing Avenue continuing past the southeast boundary of the Specific Plan area.

Chevalier Avenue: A six-inch water line is located in Chevalier Avenue from Downing Avenue continuing past the southeast boundary of the Specific Plan area.

Water Easement Along Park Plaza Lane: A four-inch water line is located within a water easement that extends along Park Plaza Lane from Maine Avenue to Bogart Avenue.

Water Supply

VCWD serves approximately 75,000 people through 12,470 delivery service connections in parts of the cities of Baldwin Park, Irwindale, West Covina and Azusa. Potable water in the City of Baldwin Park is also provided by the San Gabriel Valley Water Company and Valley View Mutual Water Company (VCWD, 2013); however, these water companies do not serve the Specific Plan area and VCWD owns and maintains the entire water supply network within the city.

VCWD obtains its water supply from three sources. In 2010, about 79 percent of its water supplies came from the Main San Gabriel Groundwater Basin per wells located within its service boundaries and 19 percent came from MWD surface water. The remainder came from the Covina Irrigation Company, which generally has excess groundwater rights and a distribution system in the vicinity of VCWD (VCWD, 2011).

VCWD has a long-term agreement to transfer water for County purchase to the Santa Fe Dam, and also transfers a limited amount of water to the Valley View Mutual Water Company on an emergency basis (VCWD, 2011). **Table 3.12-1** provides a breakdown of the VCWD's existing and projected water supplies.

TABLE 3.12-1
CURRENT AND PROJECTED VCWD WATER SUPPLY SOURCES (AFY)

Water Supply Source	2010	2015	2020	2025	2030	2035
Groundwater	6,580.0	9,159	9,159	9,159	9,159	9,159
Import from MWD	1,609.2	941	941	941	941	941
Import from Covina Irrigation Company	158.1	256	256	256	256	256
Transfer to Santa Fe Dam	-33.5	0.0	0.0	0.0	0.0	0.0
Transfer to Valley View Municipal Water Company	-0.4	0.0	0.0	0.0	0.0	0.0
Total Supply	**8,313.4**	**10,356**	**10,356**	**10,356**	**10,356**	**10,356**

SOURCE: Civiltec, 2011

From 2008 to 2010, overall water demand within the VCWD service area incrementally decreased (see **Table 3.12-2** below). However, as shown in **Table 3.12-3** below, water demands

for all water use sectors within the VCWD service area are expected to increase steadily from 2015 to 2035. Single family residential uses are expected to continue to constitute the majority of water demand.

TABLE 3.12-2
ACTUAL VCWD WATER DELIVERIES FROM 2008 THROUGH 2010 (AFY)

Water Use Sectors	2008	2009	2010
Single Family Residential	3,446.5	4,434.7	4,574.7
Multi-Family Residential	855.9	1,073.2	1,065.1
Commercial	1,198.6	1,773.7	1,065.1
Industrial	200.1	259.8	254.2
Institutional and Governmental	809.0	593.4	546.6
System Losses	2,490.3	489.7	431.8
Total Deliveries	**9,000.4**	**8,624.5**	**8,313.4**

SOURCE: Civiltec, 2011.

TABLE 3.12-3
PROJECTED VCWD WATER DELIVERIES FROM 2015 THROUGH 2035 (AFY)

Water Use Sectors	2015	2020	2025	2030	2035
Single-Family Residential	4,845	4,935	5,022	5,105	5,185
Multi-Family Residential	1,165	1,186	1,207	1,227	1,246
Commercial	1,717	1,749	1,779	1,809	1,837
Industrial	278	283	288	293	297
Institutional and Government	758	772	786	799	811
System Losses	438	446	454	462	469
Total Deliveries	**9,201**	**9,372**	**9,536**	**9,695**	**9,846**

SOURCE: Civiltec, 2011.

As stated previously, the entire Specific Plan area lies within the VCWD service area. The predominant existing land uses within the Specific Plan area are commercial and vacant land. The breakdown of the existing water demand associated with the Specific Plan area land uses is provided below in **Table 3.12-4.**

TABLE 3.12-4
EXISTING WATER DEMAND IN SPECIFIC PLAN AREA

Land Use Category	Consumption Factor (AFY)	Specific Plan Acres	Demand (AFY)
Single Family Residential	3.10	7.73	23.96
Multi-Family Residential, Low Density	4.60	0.53	2.44
Multi-Family Residential, High Density	6.70	0	0
Commercial	1.60	50.89	81.42
Industrial and Manufacturing	1.40	3.83	5.36
Open Space, (Schools, Parks and Churches)	2.40	10.55	25.32
		Total Demand	**138.50**

SOURCE for consumption factors: Civiltec, 2008

Wastewater Infrastructure

The existing wastewater system within the Specific Plan area is owned and maintained by the City of Baldwin Park Department of Public Works, with the exception of a small portion of the 15-inch Baldwin Park Boulevard trunk sewer that is located at the west end of the Specific Plan area boundary, and the 24-inch Joint Outfall H Unit 8E Trunk Sewer, which is owned and maintained by the Los Angeles County Sanitation District (LACSD).

The Specific Plan area is served by a network of sewer mains, which mostly consist of eight-inch Vitrified Clay Pipe (VCP) (Cruikshank, 2014). There are two major sewer trunk lines within the Specific Plan area, one is a 15-inch pipe in Maine and Pacific Avenues, and the other is a 15-inch pipe in Baldwin Park Boulevard. Both sewer trunks flow from north to south. According to the LACSD, the 24-inch Joint Outfall H Unit 8E Trunk Sewer would also serve the project area (Raza, 2015). The existing sewer infrastructure within the Specific Plan area is described below and shown in Figure 3.12-1.

La Rica Avenue: An eight-inch sewer line is located within the east side of La Rica Avenue from the Specific Plan boundary to Ramona Boulevard.

Baldwin Park Boulevard: A 15-inch sewer line is located within the west side of Baldwin Park Boulevard from the Specific Plan boundary to Ramona Boulevard.

Maine Avenue: An eight-inch sewer line is located within the east side of Main Avenue from the northern Specific Plan boundary to Pacific Avenue.

Laurens Avenue: An eight-inch sewer line is located within the center line of Laurens Avenue from just south of Morgan Street to the alley north of Ramona Boulevard.

Bogart Avenue: An eight-inch sewer line is located within the west bound lane of Bogart Avenue from the northern Specific Plan boundary to Ramona Boulevard. In addition, an 8-inch VCP sewer main is located on the north side of Bogart Avenue from the Ramona Boulevard east bound lane to Pacific Avenue.

Downing Avenue: A 10-inch sewer line is located within Downing Avenue from the Specific Plan boundary to the west bound lane of Ramona Boulevard, and an 8-inch sewer line is located in Downing Avenue from the east bound lane Ramona Boulevard to just north of Central Avenue. In addition, an 8-inch sewer line is located on the north side of Downing Avenue from the Ramona Boulevard east bound lane to Pacific Avenue.

Alderson Avenue: An eight-inch sewer line is located within the west side of Alderson Avenue from the Specific Plan boundary to the west bound lane of Ramona Boulevard.

Clark Street: An eight-inch sewer line is located within the south side of Clark Street from approximately 14347 Clark Street continuing west past the Specific Plan boundary.

Morgan Street: An eight-inch sewer line is located within Morgan Street from Baldwin Park Boulevard to Cricket Lane.

Cricket Lane: An eight-inch sewer line is located within Cricket Lane from just south of Palm Avenue to Morgan Street.

Palm Avenue: An eight-inch sewer line is located within Palm Avenue from Park Shadow Court to Cricket Lane.

Park Plaza Lane: An eight-inch sewer line is located within Park Plaza Lane from Maine Avenue and extends approximately 620 feet to the east.

Cesar Chavez Drive: An eight-inch sewer line is located within Cesar Chavez Drive from the westbound lane of Ramona Boulevard to Laurens Avenue.

Ramona Boulevard: An eight-inch sewer line is located within the west bound lane of Ramona Boulevard from Baldwin Park Boulevard to Cesar Chavez Drive, and from Maine Avenue continuing east past the Specific Plan east boundary. Within the east bound lane of Ramona Boulevard an 8-inch sewer line is located from west of the Specific Plan boundary continuing east to approximately14348 Ramona Boulevard; from Maine Avenue to approximately 14436 Ramona Boulevard; and east from approximately 14514 Ramona Boulevard to Badillo Street.

Sterling Way: An eight-inch sewer line is located within Sterling Way from the Specific Plan boundary to Pacific Avenue.

Pacific Avenue: A 15-inch sewer line is located within Pacific Avenue from Maine Avenue to the south boundary of the Specific Plan area.

Central Avenue: An eight-inch sewer line is located within Central Avenue from just south of Downing Avenue continuing past the southern boundary of the Specific Plan area.

Jeremie Avenue: An eight-inch sewer line is located within Jeremie Avenue from just south of Downing Avenue continuing past the southern boundary of the Specific Plan area.

Chevalier Avenue: An eight-inch sewer line is located within Chevalier Avenue from just south of Downing Avenue continuing past the southern boundary of the Specific Plan area.

Wastewater Treatment

Wastewater generated within the Specific Plan area is conveyed by LACSD No. 15 trunk sewer network (SJCWRP, 2015a) to the San Jose Creek Water Reclamation Plant (WRP) (SJCWRP) located in unincorporated Los Angeles County, near the City of Whittier. The SJCWRP provides primary, secondary and tertiary treatment[1] and has current flow of 73.1 million gallons per day (mgd) and a design capacity of 100 mgd, serving a population of over one million people (LACSD, 2015).

The WRP generates approximately 42 million gallons per day of reclaimed water, which is reused at over 130 different reuse sites including groundwater recharge and irrigation for parks, schools, and greenbelts. The remainder of the tertiary treated water is discharged to the San Gabriel River (LACSD, 2015b). The SJCWRP is likely to be expanded to increase capacity by approximately 25 mgd for a total design capacity of approximately 125 mgd in order to accommodate projected wastewater treatment needs (LACSD, 2010). Wastewater flows that exceed the capacity of the San Jose Creek WRP, and all biosolids, are diverted to and treated at the Joint Water Pollution Control Plant located in the City of Carson (Raza, 2015).

The Specific Plan area currently includes 101 dwelling units and 886,538 square feet of non-residential space. **Table 3.12-5** shows the existing wastewater demand from the existing land uses within the Specific Plan area.

[1] Water treated at a primary level consists of removing solids from the wastewater. Secondary treatment involves aerating the wastewater to supply oxygen to microorganisms that feed on organic materials in the wastewater. Tertiary treatment involves the removal of any remaining suspended materials in the water and disinfection.

TABLE 3.12-5
EXISTING WASTEWATER GENERATION IN THE SPECIFIC PLAN AREA

Land Use	Units	Wastewater Use Factor (gpd)[1, 2]	Estimated Wastewater Generation (gpd)
Residential	101 DUs	156 - 260 Average: 208	21,008
Non-Residential	886,538 sf	0.10 – 0.20 Average: 0.15	132,980.7
		Total	**153,988.7**

[1] Source: Sanitation Districts of Los Angeles County. http://www.lacsd.org/civica/filebank/blobdload.asp?BlobID=3531
[2] Range in rates are due to size and type of development (i.e. single-family residential generates a greater amount of wastewater than multi-family residential units; and some types of commercial, retail, and industrial development generate greater amounts of wastewater than others.
DUs=dwelling units
sf = square feet

Storm Water Drainage

The Specific Plan area is not located within a flood zone and the existing storm water drain systems that adequately serve the Specific Plan area are owned and maintained by the Los Angeles County Flood District (LACFD). The storm drain lines within the Specific Plan area consist of Reinforced Concrete Pipes (RCP), and vary from 36 to 63 inches in diameter. The general topography of the Specific Plan area slopes gently from the 400 feet above mean sea level (amsl) in the northeast to 300 feet amsl in the southwest; therefore, storm water flows by gravity from the northeast to the southwest. The storm water runoff collected within the Specific Plan area is ultimately conveyed downstream to the Big Dalton Wash approximately 0.2 mile southeast of the Specific Plan area (Cruikshank, 2014). The existing storm water drainage infrastructure within the Specific Plan area is described below and shown on Figure 3.12-1.

Ramona Boulevard: A 36-inch storm drain pipe is located within Ramona Boulevard from the east of the Specific Plan boundary and extends west and southwest on to Downing Street crossing Badillo Street, where it increases in size to 39 inches. In addition, a 48-inch storm drain pipe is located within the east bound lane of Ramona Boulevard, from Maine Avenue to just west of Baldwin Park Boulevard, where it increases in size to a 63-inch pipe that continues west past the western boundary of the Specific Plan area.

Maine Avenue: A 24-inch storm drain pipe is located within Main Avenue and begins from the north side of Clark Street and increases in size to a 42-inch pipe at the south side of Clark Street. This storm drain continues south on the east side of the Maine Avenue until it reaches a manhole just north of Palm Avenue, where it increases to a 48-inch storm drain and continues south to Ramona Boulevard.

Downing Avenue: A 39-inch storm drain is located in Downing Avenue from Ramona Boulevard to the southwest to a manhole near 3876 Downing Avenue, where it increases in size to a 48-inch storm drain and continues to the southwest until just west of Pacific Avenue where it

is increases to a 54-inch storm drain and continues on to Pacific Avenue, where it increases in size to a 63-inch storm drain.

Pacific Avenue: A 54-inch storm drain is located within Pacific Avenue from Downing Avenue and extends to the southeast past the Specific Plan boundary (Cruikshank, 2014).

Solid Waste

Baldwin Park contracts for solid waste collection services with Waste Management of San Gabriel Valley/Pomona, who transports waste to the Azusa Land Reclamation Management Facility located in the City of Azusa. This facility is a 302-acre regional facility serving Los Angeles Metro and Eastern Los Angeles County. It was opened in 1953 and has a current permit for operation through 2046. The landfill accepts 6,500 tons per day or 45,500 tons per week, and processes 604,310 tons annually. The Azusa Land Reclamation facility operates under a Solid Waste Facility Permit 19-QQ-0013 Conditional Use C-151, and the remaining permitted capacity is 52,640,160 cubic yards, approximately 63 percent of its total capacity (Waste Management, 2014). **Table 3.12-6** shows the estimated amount of solid waste being generated within the Specific Plan area based on existing land uses.

TABLE 3.12-6
ESTIMATED SOLID WASTE GENERATION FROM EXISTING LAND USES WITHIN THE SPECIFIC PLAN AREA

	Units	Generation Factor[1]	Solid Waste Generation[2]
Residential	101 du	12.23 lbs/du/day	1,235.23 lbs/day
Non-Residential	886,538 sf	6 lbs/1,000 sf/day	5,319.29 lbs/day
Total			**6,554.45 lbs/day or 3.28 tons per day**

[1] Derived from a list of generation rates maintained by CalRecyle of a variety of generation rate sources at http://www.calrecycle.ca.gov/WASTECHAR/WasteGenRates/default.htm. CalRecyle does not provide standard solid waste generation rates by land use.
[2] These factors are estimates prior to recycling, composting or other waste diversion programs. Factors do not include generation of construction debris.

3.12.2 Regulatory Setting

State

California Administrative Code

Title 24 of the California Administrative Code includes the California Building Standards, which in turn includes the California Plumbing Code (Part 5), which promotes water conservation. Title 20 addresses public utilities and energy and includes appliance and efficiency standards that promote water conservation. In addition, a number of state laws require water-efficient plumbing fixtures in structures.

Section 10610 of the California Water Code established the California Urban Water Management Planning Act (CUWMPA), requires urban water suppliers to initiate planning strategies to ensure an appropriate level of reliability in its water service. CUWMPA states that every urban water supplier that provides water to 3,000 or more customers, or that annually provides more than 3,000 acre-feet of water service, should make every effort to ensure the appropriate level of reliability in its water service to meet the needs of its various categories of customers during normal, dry, and multiple-dry years. The CUWMPA describes the contents of Urban Water Management Plans as well as methods for urban water suppliers to adopt and implement the plans.

Senate Bill 610

Senate Bill (SB) 610 requires public urban water suppliers with 3,000 or more service connections to identify existing and planned sources of water for planned developments of a certain size. It further requires the public water system to prepare a specified water supply assessment for projects that meet the following criteria:

a) A proposed residential development of more than 500 dwelling units;

b) A proposed shopping center employing more than 1,000 persons or having more than 500,000 sf of floor space;

c) A commercial office building employing more than 1,000 persons or having more than 250,000 sf of floor space;

d) A hotel or motel, or both, with more than 500 rooms;

e) An industrial, manufacturing, or processing plant, or industrial park planned to house more than 1,000 persons, occupying more than 40 acres of land, or having more than 650,000 sf of floor area; and

f) A mixed-use project that includes one or more of the projects above.

The components of a WSA include existing water demand, future water demand by the project, and must ensure that water is available for the project during normal years, a single dry year, and multiple dry years during a 20-year future projection period. The WSA must also describe whether the project's water demand is accounted for in the water supplier's UWMP. Supplies of water for future water supply must be documented in the WSA.

Senate Bill 221

SB 221 prohibits approval of land use development of more than 500 dwelling units unless the applicable public water supply system provides written verification that sufficient water supply is available.

California Integrated Waste Management Act of 1989

The California Integrated Waste Management Act of 1989 (AB 939) redefined solid waste management in terms of both objectives and planning responsibilities for local jurisdictions and

the state. AB 939 was adopted in an effort to reduce the volume and toxicity of solid waste that is landfilled and incinerated by requiring local governments to prepare and implement plans to improve the management of waste resources. AB 939 required each of the cities and unincorporated portions of the counties to divert a minimum of 25 percent of the solid waste sent to landfills by 1995 and 50 percent by the year 2000. To attain goals for reductions in disposal, AB 939 established a planning hierarchy utilizing new integrated solid waste management practices. These practices include source reduction, recycling and composting, and environmentally safe landfill disposal and transformation. Other state statutes pertaining to solid waste include compliance with the California Solid Waste Reuse and Recycling Act of 1991 (AB 1327), which requires adequate areas for collecting and loading recyclable materials within a project site. As a new waste generator, the proposed project would be subject to the requirements of these solid waste provisions, as enforced by the County of Orange.

Regional

Regional Water Quality Control Board

Each RWQCB is required to develop, adopt, and implement a Basin Plan for its respective region. The Basin Plan is the master policy document that contains descriptions of the legal, technical, and programmatic bases of water quality regulation in each region. Basin Plans identify beneficial uses of surface waters and groundwater within the corresponding region; specify water quality standards, known as water quality objectives, for both surface water and groundwater; and develop the actions necessary to maintain the standards to control nonpoint and point sources of pollutants to the state's waters. All discretionary projects requiring permits from the RWQCB (i.e., waste and pollutant discharge permits) must implement Basin Plan requirements (i.e., water quality standards), taking into consideration the beneficial uses to be protected.

The Specific Plan Area is located within the jurisdiction of LARWQCB, and the proposed Specific Plan is subject to the LARWQCB's Water Quality Control Plan.

Local

Ordinance 1297

Chapter 50 of the City of Baldwin Park Municipal Code: Solid Waste Management

Chapter 50 of the City of Baldwin Park Municipal Code, which was adopted as Ordinance 1297 in February 2007, regulates solid waste management in the City of Baldwin Park. The collection and disposal of refuse and recyclable materials is a matter requiring control and regulation by the City in order to protect the public peace, health, safety and general welfare. The regular, thorough and continuous collection of refuse and recyclable material is necessary to protect the public peace, health, safety and general welfare. In order to ensure that such would be accomplished, the City shall issue one or more franchises to a qualified person(s) to collect refuse and/or recyclable materials upon an exclusive basis under such terms and conditions as are contained in the City's Municipal Code and as may be prescribed by the City of Baldwin Park City Council.

Chapter 52 of the City of Baldwin Park Municipal Code: Storm Water and Urban Runoff Pollution Prevention

No person shall cause or threaten to cause the discharge of pollutants to the MS4 by exposing such pollutants to storm water runoff. The site for every planning priority project shall be designed to control pollutants, pollutant loads, and runoff volume to the maximum extent feasible by minimizing impervious surface area and controlling runoff from impervious surfaces through infiltration, evapotranspiration, bioretention and/or rainfall harvest and use.

Subject commercial facilities shall implement BMPs prescribed by the regional board or its Executive Officer, through programs or actions made pursuant to the municipal NPDES permit, as more particularly described in the city's Storm Water Quality Management, or any revisions made thereto.

Industrial facilities not subject to the General Industrial Activities Storm Water NPDES Permit but are subject to pollution control requirements under the municipal NPDES permit, shall implement BMPs prescribed by the regional board or its Executive Officer, through programs or actions made pursuant to the municipal NPDES permit.

Chapter 53 of the City of Baldwin Park Municipal Code: Construction and Demolition Materials Management Plan

The Construction and Demolition Materials Management Plan (CDMMP) is part of City municipal code. For all construction, demolition, and renovation projects within the City for which total costs are or are projected to be greater than or equal to $50,000 dollars (CalRecycle, 2015) and developers must recycle construction and demolition materials generated during. CDMMPs are required to include the following:

- The estimated volume or weight of the project construction and demolition material, by material type, to be generated;
- The maximum volume or weight of construction and demolition materials that is feasible to divert;
- The vendor or facility where the project applicant proposed to use to collect, divert, market, reuse or receive that material; and
- The estimated volume or weight of residual construction and demolition materials that would be transported for disposal in a landfill or transformation facility.

Estimates of volume or weight of materials are required to be included in the C&DMMP using the standardized conversion rates approved by the city of this purpose. In preparing the C&DMMP, applicants for building or demolition permits involving the removal of all or part of an existing structure are required to consider deconstruction, to the maximum extent feasible, and make the materials generated thereby available for salvage prior to being transported for disposal in a landfill or transformation facility. Deconstruction can be used to meet the 50 percent diversion requirement provided it is accounted for in the CDMMP.

City of Baldwin Park General Plan

The following policies in the General Plan address are applicable to the proposed Specific Plan.

Water Resources

Goal 5.0: Conserve and protect groundwater supply and water resources.

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

Policy 5.2: Promote the use of native plant material in landscapes and drought tolerant trees, especially in landscapes on City properties.

Policy 5.3: Encourage the use and production of reclaimed water.

Integrated Waste Management

Policy 7.1: Implement goals and policies contained in the City's Household Hazardous Waste and Source Reduction and Recycling Elements as mandated by state law AB939, as amended.

Policy 7.2: Maximize public awareness of all source reduction and recycling programs.

Policy 7.3: Encourage composting of organic materials and recycling in general as an alternative to waste disposal.

Policy 7.4: Encourage participation in local and County waste disposal programs for such household hazardous waste items as automotive products, paints, chemicals, tires and batteries.

3.12.3 Thresholds of Significance

Appendix G of the *CEQA Guidelines* indicates that impacts on utilities and service systems could result in a significant impact if it would:

- Conflict with wastewater treatment requirements of the applicable Regional Water Quality Control Board;
- 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;
- Have insufficient water supplies available to serve the project from existing entitlements and resources, or need new or expanded entitlements;
- Result in a determination by the wastewater treatment provider which serves or may serve the project that it has inadequate capacity to serve the project's projected demand in addition to the provider's existing commitments;

- Be served by a landfill with insufficient permitted capacity to accommodate the project's solid waste disposal needs; or
- Not comply with federal, state, and local statutes and regulations related to solid waste.

3.12.4 Methodology

The potential for adverse impacts on utilities and service systems has been evaluated based on information concerning current service levels and the ability of the service providers to accommodate the increased demand created by the proposed Specific Plan.

3.12.5 Impact Analysis

Impact 3.12.1: The proposed project could conflict with wastewater treatment requirements of the applicable Regional Water Quality Control Board

The project would introduce 289,135 square feet of non-residential uses and 833 new residential units within the Specific Plan area, which would result in increased generation of wastewater. Wastewater generated by the proposed Specific Plan development would be treated at the SJCWRP for which wastewater treatment requirements have been established by the LARWQCB NPDES Permit CA0053911. Waste discharge requirements for the facility are based on all applicable state and federal regulations, policies and guidelines, and include limitations on effluent discharge and receiving water. In general, waste effluent discharge requirements include specifications for adequate disinfection treatment and limitations on radioactivity, pollutant concentrations, sediments, pH, temperature, and toxicity. Receiving water requirements include limitations related to temperature, sediments, pH, dissolved oxygen, fecal coliform and other pollutant concentrations, water clarity and color, turbidity, and toxicity.

The land uses proposed by the Specific Plan include retail, residential, open space, and public areas that would not discharge wastewater that contains harmful levels of toxins that are regulated by the LARWQCB and all effluent would comply with the wastewater treatment standards of the RWQCB. The Specific Plan would not facilitate any industrial use development, which generally has more adverse impacts on wastewater treatment. Furthermore, discussed in Impact 3.12.2 below, wastewater generated by the Specific Plan would not exceed the existing capacity SJCWRP. Therefore, the project would result in less than significant impacts related to the wastewater treatment requirements of the RWQCB.

Mitigation Measures: No mitigation required

Significance after Mitigation: Less than significant

Impact 3.12-2: The proposed project could 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.

The proposed Specific Plan land uses would contribute to an increase in residential and retail, open space, and civic uses within the Specific Plan area. The proposed Specific Plan would introduce 289,135 square feet of non-residential uses and 833 new residential units within the Specific Plan area at build out.

Water Infrastructure

Build out of the Specific Plan would generate an increase in demand of 195.95 AFY (see **Table 3.12-7** below), which is an increase of 57.45 AFY over existing conditions.

TABLE 3.12-7
EXISTING AND PROPOSED WATER DEMAND IN SPECIFIC PLAN AREA

		Existing		Proposed	
Land Use Category	**Duty Factor[1]**	**Specific Plan Acres**	**Demand (AFY)**	**Specific Plan Acres**	**Demand (AFY)**
Single Family Residential	3.10	7.73	23.96	6.54	20.27
Multi-Family Residential, Low Density	4.60	0.53	2.44	0.53	2.44
Multi-Family Residential, High Density	6.70	0	0	8.35	72.28
Commercial	1.60	50.89	81.42	45.28	72.45
Industrial and Manufacturing	1.40	3.83	5.36	2.28	3.19
Open Space, (Schools, Parks and Churches)	2.40	10.55	25.32	10.55	25.32
Low Demand (Freeways. Channels, Vacant Land)	0.00	40.41	0	40.41	0
		Total Existing	**138.50**	**Total at Build Out**	**195.95**
				Total Increase	**57.45**

[1]SOURCE: Civiltec, 2011.

As described in Section 2.0 *Project Description*, and in the *Baseline Infrastructure Study*, the water demand and location of development at build out of proposed Specific Plan would require the water line on Bogart Avenue that runs from Clark Street to Ramona Boulevard to be upgraded from a six-inch to an eight-inch line. This improvement is included as part of the proposed Specific Plan, and the construction of which is included in all of the evaluations included in this EIR. For example, construction emissions are included in the calculations within Section 3.2 *Air Quality* and noise generated from construction of the water line is included in Section 3.9, *Noise.* There are no additional areas of water infrastructure that would need to be improved to serve the Specific Plan area at build out. Therefore, impacts related to water infrastructure expansion would be less than significant.

Wastewater Infrastructure

The proposed Specific Plan would intensify land uses within the Specific Plan area and would result an increased generation of wastewater flows. As shown below in **Table 3.12-8,** build out of the proposed Specific Plan would result in wastewater generation of approximately 370,623 gallons per day, which is an increase of 216,634 gallons per day over existing conditions.

TABLE 3.12-8
ESTIMATED INCREASE IN WASTEWATER GENERATION

	Units				Estimated Wastewater Generation (gpd)	
Land Use	**Existing [1]**	**Proposed**	**Net Increase**	**Wastewater Use Factor[2]**	**Existing**	**Proposed**
Residential	101 DUs	934 DUs	833 DUs	156 - 260[3] Average: 208	21,008	194,272
Non-Residential	886,538 sf	1,175,676 sf	289,138 sf	0.10 – 0.20 Average: 0.15	132,980.7	176,351.4
				Total:	**153,988.7**	**370,623.4**
				Total Increase:	**216,634.7**	

[1] Existing residential and non-residential development estimated from the acreages provided in Table 2-1 in Chapter 2, Project Description.
[2] Source: Sanitation Districts of Los Angeles County. http://www.lacsd.org/civica/filebank/blobdload.asp?BlobID=3531.
[3] Rates vary depending on type of development. For example, single-family residential uses generate a greater amount of wastewater than multi-family residential uses and some types of industrial development generate greater amounts of wastewater than others. The average within the range was used for both.
DU=dwelling units
sf = square feet

As described, the SJCWRP has a current inflow of 73.1 million gallons per day, with a design capacity of 100 million gallons per day. Therefore, SJCWRP has an excess treatment capacity of approximately 29.6 million gallons per day and would have sufficient capacity to process the additional average wastewater flow of 216,634 gallons per day that would be generated by the Specific Plan at build out. Therefore, implementation of the Specific Plan would not result in impacts to the WRP.

In addition, the increase in flows in the Maine and Pacific Avenues sewer with build out of the Specific Plan is estimated to be 0.064 cubic feet per second (cfs), and 0.028 cfs within the Baldwin Park Boulevard sewer, which are two major sewer trunk lines within the Specific Plan area, and would receive the wastewater flows from development that would occur under the Specific Plan (Baldwin Park, 2014). In addition, the rest of the sewer mains in the Specific Plan area are eight inches in diameter or larger, which have adequate capacity to handle the increased sewage generated by implementation of the proposed Specific Plan (Baldwin Park, 2014). Overall, the increase in flows from build out of the proposed Specific Plan would not require expansion of any wastewater infrastructure (Baldwin Park, 2014). Therefore, the proposed Specific Plan would not increase wastewater generation such that the existing infrastructure capacity would be exceeded, and would therefore not require the construction or expansion of

existing wastewater treatment facilities, which could cause significant environmental effects. Impacts would be less than significant.

Mitigation Measures: No mitigation required

Significance after Mitigation: Less than significant

Impact 3.12-3: The proposed project could 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.

The Specific Plan area is a developed urban area that is largely covered by impervious surfaces. By implementing the proposed Specific Plan improvements to streetscapes, pedestrian walkways, increasing parking spaces, etc., the proposed Specific Plan development would minimally alter local drainage patterns. Storm water would continue to be captured and conveyed by the existing storm drains that serve the Specific Plan area.

The proposed development in the Specific Plan area would generate little or no increase in the runoff to the existing drainage system, since more than 90 percent of the existing Specific Plan area is already impervious due to urban development (Baldwin Park, 2014). Also, Low Impact Development (LID) requirements provide that development projects implemented by the Specific Plan must incorporate BMPs to retain storm water onsite or manage the difference between the storm water runoff volumes pre- and post-construction (the change in storm water quality volume) through onsite retention. In addition, the City's municipal code requires that the City review site design BMPs through requiring the submittal of BMP storm water design and grading plan and calculations demonstrating that the BMPs would have adequate capacity to handle the design volume flow (see Section 3.7, *Hydrology and Water Quality*, for more details).

Furthermore, the proposed Specific Plan involves implementation of landscaped street frontages as part of streetscape improvements, landscaped areas adjacent to pedestrian walkways, and landscaped open space as part of the new Arts Park. These vegetated areas would capture and infiltrate some of the surface water runoff, and would reduce the overall amount of surface runoff generated and entering existing storm drains. Therefore, new development pursuant to the proposed Specific Plan would not result in the need to expand storm drain facilities. Thus, impacts to the environment resulting from the construction or expansion of storm water drainage facilities would be less than significant.

Mitigation Measures: No mitigation required

Significance Determination: Less than significant

Impact 3.12-4: The proposed project would be served from existing entitlements and resources, or would it require or result in new or expanded entitlements.

The proposed Specific Plan would increase the amount of development within the existing Specific Plan area. As shown in Table 3.12-7, the proposed Specific Plan area would result in an increase in water supply demand of 57.45 AFY at full build out; from 138.50 AFY to 195.95 AFY.

Table 3.12-9 shows the existing and projected supplies and demand within the VCWD service area. Between 2015 and 2035, water demand is projected to increase by approximately 645 AFY, while supplies would remain constant, which would result in a regular decrease in available supplies. The proposed land uses within the Specific Plan area are anticipated to build out by 2035; at which time VCWD would have approximately 452.55 AFY of surplus supplies available. The proposed Specific Plan would utilize 57.45 AFY at full build out, leaving 395.10 AFY as available surplus supplies. As a result, the proposed Specific Plan would not result in the need for new or expanded water supply entitlements. Therefore, impacts related to water supply entitlements would be less than significant.

TABLE 3.12-9
EXISTING AND PROJECTED DEMAND, SUPPLIES, AND AVAILBLE SUPPLIES

	2010 (AFY)	2015 (AFY)	2020 (AFY)	2025 (AFY)	2030(AFY)	2035 (AFY)
Existing & Projected Supplies	8,313.4	10,356	10,356	10,356	10,356	10,356
Existing & Projected Demand	8,313.4	9,201	9,372	9,536	9,695	9,846
Available Supplies		1,155	984	820	661	510
Proposed Project Increase in Demand[1]		57.45	57.45	57.45	57.45	57.45
Surplus Available Supplies		1,097.55	926.55	762.55	603.55	452.55

[1] This demand estimate is for full buildout of proposed land uses within the Specific Plan area. It is not currently known when full buildout would be achieved, as projects are market-driven. Therefore, for a conservative estimate, full buildout demand is assumed from 2015 onward.

SOURCE: Civiltec, 2011; ESA, 2014.

Mitigation Measures: No mitigation required

Significance Determination: Less than significant

Impact 3.12.5: The proposed project could 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.

As shown in Table 3.12-8, build out of the proposed Specific Plan would result in wastewater generation of approximately 370,623 gallons per day, which is an increase of 216,634 gallons per

day over existing flows from the Specific Plan area, which is approximately 153,989 gallons per day.

As described previously, the SJCWRP has a current inflow of 74.4 million gallons per day, with a design capacity of 100 million gallons per day. Therefore, SJCWRP has an excess treatment capacity of approximately 29.6 million gallons per day, and would have sufficient capacity to process the additional average wastewater flow of 216,634 gallons per day that would be generated by build out of the Specific Plan. Therefore, SJCWRP has adequate capacity to serve the Specific Plan's projected demand in addition to SJCWRP's existing commitments, and impacts would be less than significant.

Mitigation Measures: No mitigation required

Significance Determination: Less than significant

Impact 3.12.6: The proposed project could be served by a landfill with insufficient permitted capacity to accommodate the project's solid waste disposal needs.

The proposed development associated with the Specific Plan would result in net increase in density and development of land uses within the area, which would result in an increase in solid waste generation. **Table 3.12-10** compares the existing and proposed solid waste generation in the Specific Plan area.

TABLE 3.12-10
SOLID WASTE GENERATION FROM PROPOSED AND EXISTING LAND USES

	Generation Factor[1]	Existing Units	Solid Waste Generation[2]	Proposed Units	Proposed Solid Waste Generation
Residential	12.23 lbs/du/day	101 du	1,235.23 lbs/day	934 du	11422.82 lbs/day
Non-Residential	6 lbs/1,000 sf/day	886,538 sf	5,319.29 lbs/day	1,175,673 sf	7054.04 lbs/day
Total			**6,554.45 lbs/day or 3.28 tons/day**		**18,476.86 lbs /day or 9.24 tons /day**

[1] Derived from a list of generation rates maintained by CalRecyle of a variety of generation rate sources at http://www.calrecycle.ca.gov/WASTECHAR/WasteGenRates/default.htm. CalRecyle does not provide standard solid waste generation rates by land use.
[2] These factors are estimates prior to recycling, composting or other waste diversion programs. Factors do not include generation of construction debris.

As shown above in Table 3.12-10, compared to the total existing solid waste generation rate of approximately 6,554 pounds (3.28 tons) per day, build out of the proposed Specific Plan would generate an estimated 18,477 (9.24 tons) pounds per day. This would result in an increased generation of 11,923 pounds (5.96 tons) of solid waste per day compared to existing development within the Specific Plan area. Waste generated by the Specific Plan area would continue to be

hauled to the Azusa landfill, which accepts a maximum of 8,000 tons of solid waste per day. The maximum permitted capacity is 80,571,760 cubic yards; the remaining capacity is 51,512,201 cubic yards. There is approximately 64 percent of the permitted space remaining; the anticipated closure date is 2045. Therefore, the additional 5.96 tons of solid waste generated by the project at build out would be within the daily tonnage accepted by the landfill. Further, the City would be required to comply with state mandates to divert 50 percent of all solid waste from landfills. Therefore, impacts related to solid waste would be less than significant.

Mitigation Measures: No mitigation required

Significance Determination: Less than significant

Impact 3.12.7: The proposed project could not comply with federal, state, and local statutes and regulations related to solid waste.

The Specific Plan would comply with the California Integrated Waste Management Act of 1989 (AB 939), which requires local governments to prepare and implement plans to improve the management of waste resources. The project will divert a minimum of 50 percent of solid waste generated by the project per AB 939. Per the California Solid Waste Reuse and Recycling Act of 1991 (AB 1327), the project would provide adequate areas for collecting and loading recyclable materials. The Specific Plan would comply with all federal state, and local statutes and regulations related to solid waste. Impacts would be less than significant.

Mitigation Measures: No mitigation required

Significance Determination: Less than significant

Cumulative Impacts

The cumulative analysis area for public services includes the area served by each specific provider. The potential for project-generated impacts to contribute to a significant cumulative impact would occur if the effects from more than one project are located within the same service area of the infrastructure facilities or purveyor providing services. For example, the geographic area associated with water supply impacts would be the area served by VCWD; and impacts associated with water and sewer infrastructure tend to be localized and could be exacerbated if other development projects occur within proximal locations to the Specific Plan area.

Additionally, the cumulative analysis for utilities is based on the related projects list Table 2-7 in Chapter 2, *Project Description* that identifies 18 related projects surrounding the Specific Plan area. These projects include 12 related projects within the City of Baldwin Park, three in the City of Covina, two in the City of Irwindale, and one in the City of Rosemead. The majority of projects on the related projects list are small commercial, light industrial (warehouse), and small residential projects. The largest project (i.e., over 100,000 square feet) is the Irwindale Shopping Center located at 500 Speedway Drive in the City of Irwindale (located approximately 2.20 miles

from the Specific Plan area). The largest proposed residential development comprises of 450 residential units located in the City of Covina.

Water

As described above, the UWMP finds that adequate water supplies existing that would support potential future development and that with addition of proposed Specific Plan development, adequate supplies would be available. It is required that every urban water supplier assess the reliability to provide water service to its customers under normal, dry, and multiple dry water years to ensure reliability and provide water supply information to make land use planning decisions.

Several of the related projects listed on Table 2-7 in Chapter 2, *Project Description* are within the VCWD service area. As described above these are generally small residential, commercial, and light industrial projects within the VCWD. These projects are not anticipated to require water supplies beyond the available surplus with build out of the proposed Specific Plan area. The proposed Specific Plan would increase water demand by approximately 57.45 AFY. An available surplus of 1,097.55 to 452.55 AYF from year 2015 to 2035 would remain after implementation of the Specific Plan. The related projects consist of commercial, light industrial (warehouse) and infill residential projects would increase the use of water and reduce the available water surplus supplies. However, surplus water would continue to be available after implementation of the proposed project and cumulative projects. Therefore, there are sufficient water supplies to support the existing and related developments. As a result, implementation of the proposed Specific Plan would not result in cumulatively considerable impacts related to water supply.

In the early 1960s, groundwater rights were adjudicated in the Basin to regulate the natural safe yield that can be withdrawn from the aquifer without adverse effect, after considering natural replenishment from runoff and precipitation. However, the adjudicated pumping amounts are greater than the natural replenishment of the groundwater basins, creating an annual deficit, or overdraft. Because of this, the Water Replenishment District of Southern California is enabled under the California Water Code to purchase and recharge additional water to make up the overdraft, which is known as artificial replenishment, or managed aquifer recharge. Regional projects to increase water supply reliability are currently underway by Water Replenishment District of Southern California, including the Groundwater Reliability Improvement Program (GRIP), which is a recycled water project that would replace imported water with recycled water for recharge in the Montebello Forebay. GRIP is the result of numerous studies conducted over a number of years to improve water supply reliability in the face of imported water supply uncertainties and increasing costs (AECOM, 2014).

Additionally, the Specific Plan has evaluated infrastructure needs for water service and has included an improvement to a portion of an existing water service pipeline to ensure that build out of the Specific Plan would be served by adequate infrastructure. The adjacent water service areas are developed with urban uses that are currently served by water infrastructure. Furthermore, all new development within the VCWD service area would be required to pay its share of the costs

of infrastructure improvements. As a result, implementation of the proposed Specific Plan would not result in cumulatively considerable impacts related to water infrastructure.

Wastewater

Build out of the proposed Specific Plan along with the related projects would add demand for wastewater services within the service area of the LACSD. SJCWRP has an excess treatment capacity of approximately 29.6 million gallons per day, and would have sufficient capacity to process the additional average wastewater flow of 216,634 gallons per day that would be generated by build out of the Specific Plan. The excess treatment capacity is substantial, such that the projected demand generated by the Specific Plan development combined with the related projects would not exceed the existing capacity of the SJCWRP, as concluded by project related correspondence with LACSD.

The availability of adequate sewer line capacity along with the continuous assessment of capacity flows would be determined on a project-by-project basis. The related projects listed in Table 2-7 in Chapter 2, *Project Description* are geographically spread out and would not utilize the same sewer lines. Additional future development projects would be required to verify that existing capacity exists to convey and treat the potential wastewater generated by the new development. Therefore, impacts to wastewater facilities generated by the Specific Plan in combination with the related projects would not be cumulatively considerable.

Storm Water

Cumulative impacts related to storm water infrastructure are specific to the infrastructure serving both the Specific Plan area and the related projects. Developed areas surrounding the Specific Plan area are of similar urban nature, and any development would not substantially increase the amount of impervious surfaces and runoff, such that existing storm drains would be overwhelmed because all development projects would be required to comply with the LID requirements for storm water to incorporate BMPs to retain storm water onsite or manage the difference between the storm water runoff volume pre- and post-construction (the change in storm water quality volume) through onsite retention. The LID requirements are designed such that projects that are large enough or have activities that could impact to offside areas are regulated by specific performance standards implemented by BMPs that would result in a reduction of potential impacts to storm water drainage that could combine with related projects. In addition, the City's municipal code requires that the City review site design BMPs through requiring the submittal of BMP storm water design and grading plan and calculations demonstrating that the BMPs would have adequate capacity to handle the design volume flow, on a project-by-project basis. As a result, storm water runoff would be managed by each development projects through implementation of regulations that would reduce potential cumulative impacts to be less than cumulatively considerable.

Solid Waste

Future development associated with build out of the proposed Specific Plan and related projects within the regional area would impact solid waste collection and disposal services. Baldwin Park,

along with cities in the surrounding area, would continue to use common landfill resources, thereby reducing the capacity of local landfills including the Azusa landfill, which disposes of waste from the Specific Plan area. Although the proposed Specific Plan would not significantly impact existing landfill capacity, the increase in solid waste generation from implementation of the proposed Specific Plan and related projects together could significantly impact the finite resources associated with solid waste disposal. The proposed Specific Plan would result in an increased generation of 11,923 pounds (5.96 tons) of solid waste per day compared to existing development within the Specific Plan area. Waste generated by the Specific Plan area would continue to be hauled to the Azusa landfill, which accepts a maximum of 8,000 tons of solid waste per day. The proposed Specific Plan would result in an increase of less than 0.1 percent of the maximum permitted waste per day. The related projects are similar in nature and would require similar amounts of waste disposal; however, the cumulative total would be less than one-half a percent of the daily landfill capacity. Because the cumulative increase is less than half a percent and the landfill is operating with capacity until 2045, there is sufficient capacity to support the existing, proposed Specific Plan, and related projects. In addition, individual development projects and related projects would be required to meet recycling objectives, reducing the amount of solid waste requiring disposal at landfills.

All development projects would be required to comply with federal, state, and local statutes and regulations related to solid waste. Pursuant to the California Integrated Waste Management Act of 1989 (AB 939), every city and county in the state is required to divert 50 percent of solid waste generated in its jurisdiction away from landfills. Implementation of source reduction measures would continue to divert solid waste away from landfills. The contribution of the proposed Specific Plan to cumulative impacts associated with landfill capacity would be less than cumulatively considerable.

Mitigation Measures: No mitigation required

Significance Determination: Less than significant

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CHAPTER 4
Alternatives

4.1 CEQA Requirements

According to the *CEQA Guidelines*, an EIR must evaluate a reasonable range of alternatives to a proposed project that could feasibly attain most of the basic project objectives, and that would avoid or substantially lessen the proposed project's significant environmental effects. This alternatives analysis summarizes the alternatives screening process conducted to identify feasible alternatives that meet project objectives, along with an evaluation of those feasible alternatives. As required by CEQA, this analysis first considers which alternatives can meet most of the basic project objectives, and then to what extent those remaining alternatives can avoid or reduce the environmental impacts associated with the proposed project.

Section 15126.6(f) of the *CEQA Guidelines* provides direction on the required alternatives analysis:

> *The range of alternatives required in an EIR is governed by a "rule of reason" that requires the EIR to set forth only those alternatives necessary to permit a reasoned choice. The alternatives shall be limited to ones that would avoid or substantially lessen any of the significant effects of the project. Of those alternatives, the EIR need examine in detail only the ones that the Lead Agency determines could feasibly attain most of the basic objectives of the project. The range of feasible alternatives shall be selected and discussed in a manner to foster meaningful public participation and informed decision making.*

The alternatives may include a different type of project, modification of the proposed project, or suitable alternative project sites. An EIR need not consider every conceivable alternative to a project. Rather, the alternatives must be limited to ones that meet the project objectives, are feasible, and would avoid or substantially lessen at least one of the significant environmental effects of the project. "Feasible" means capable of being accomplished in a successful manner within a reasonable period of time, taking into account economic, environmental, legal, social, and technological factors. Section 15126.6(b) of the *CEQA Guidelines* states that an EIR:

> *...must identify ways to mitigate or avoid the significant effects that a project may have on the environment, the discussion of alternatives shall focus on alternatives to the project or its location which are capable of avoiding or substantially lessening any significant effects of the project, even if these alternatives would impede to some degree the attainment of the project objectives, or could be more costly.*

Section 15126.6(d) of the *CEQA Guidelines* provides further guidance on the extent of alternatives analysis required:

> *The EIR shall include sufficient information about each alternative to allow meaningful evaluation, analysis, and comparison with the proposed project. A matrix displaying the major characteristics and significant environmental effects of each alternative may be used to summarize the comparison. If an alternative would cause one or more significant effects in addition to those that would be caused by the project as proposed, the significant effects of the alternative shall be discussed, but in less detail than the significant effects of the project as proposed.*

The EIR must briefly describe the rationale for selection and rejection of alternatives and the information the Lead Agency relied on when making the selection. It also should identify any alternatives considered but rejected as infeasible by the Lead Agency during the scoping process and briefly explain the reasons for the exclusion. Alternatives may be eliminated from detailed consideration in the EIR if they fail to meet most of the project objectives, are infeasible, or do not avoid any significant environmental effects.

Section 15126.6(e)(1) of the *CEQA Guidelines* also requires that the No Project Alternative must be addressed in this analysis. The purpose of evaluating the No Project Alternative is to allow decision-makers to compare the potential consequences of the proposed project with the consequences that would occur without implementation of the proposed project.

Finally, an EIR must identify the environmentally superior alternative, and *CEQA Guidelines* (Section 15126.6(e)(2)) requires that if the environmentally superior alternative is the No Project Alternative, the EIR shall identify an environmentally superior alternative among other alternatives.

As identified in Section 2.4 of Chapter 2, *Project Description*, the primary objectives of the Specific Plan is to identify land use options that include increased housing densities and mixed uses, as well as create pedestrian linkages between the Metrolink station, community facilities and major recreation, retail, and residential nodes of activity. As guided by the Baldwin Park 2020 General Plan, the City "seeks to strengthen the economic vitality and aesthetic character of the Downtown through the establishment of a mixed use pedestrian district which builds on Livable Communities principles and techniques." The goals for the Downtown TOD Specific Plan include:

- Create a mix of uses with residential and employment densities that support transit use;
- Offer a range of housing options proximate to transit;
- Leverage the location of the Metrolink Station to bring revitalizing activities to Downtown;
- Create vibrant and diverse commercial corridors that provide a strong community identity and sense of place in the heart of town;
- Design a pedestrian-friendly environment with well-designed buildings, attractive streetscapes, and engaging public spaces;

- Create multi-modal streets accommodate pedestrians, bicyclists, and vehicles;
- Increase level of goods and services available to residents of the community;
- Provide new employment and housing opportunities;
- Attract shoppers from outside the community; and
- Strengthen the City's tax base.

4.1.2 Review of Significant and Unavoidable Environmental Impacts

Based on the *CEQA Guidelines*, several factors need to be considered in determining the range of alternatives to be analyzed in an EIR and the level of analytical detail that should be provided for each alternative. These factors include (1) the nature of the significant impacts of the proposed project; (2) the ability of alternatives to avoid or lessen the significant impacts associated with the project; (3) the ability of the alternatives to meet the objectives of the project; and (4) the feasibility of the alternatives. The analysis in this EIR indicates that the Specific Plan would result in significant and unavoidable impacts with respect to the following:

- Air Quality (Construction – Project and Cumulative). Because the construction intensity, phasing, length, and schedule of individual projects that would be implemented by the Specific Plan and related projects that would be implemented in addition to the Specific Plan is unknown, there is the possibility that more projects could occur at the same time, or different phasing combinations could overlap to result in increased levels of emissions that would exceed thresholds after implementation of mitigation. Therefore construction impacts related to regional air pollutants would be significant and unavoidable.
- Noise (Construction – Project Only). Because the Downtown area is currently urban, developed, and includes sensitive receptors, and the project would develop additional residential/sensitive uses, circumstances would occur where future construction sites are located immediately adjacent to existing sensitive land uses. Under these conditions, noise impacts related to a substantial temporary or periodic increase in ambient noise levels above levels existing without the proposed project would be significant and unavoidable.

As the Lead Agency, the City of Baldwin Park will decide whether to proceed with the proposed project or whether to accept or reject any of the alternatives identified in this chapter. As required by the *CEQA Guidelines*, the City's selection will be presented in the findings that are required to be made before the City certifies the EIR and takes action on the project.

4.1.3 Alternatives Considered, but Rejected for Analysis

Alternative Site

Alternative sites were not selected for evaluation because the primary purpose of the proposed Specific Plan is to guide redevelopment of Downtown Baldwin Park by providing increased housing densities and mixed uses, as well as create pedestrian linkages between the Metrolink station, community facilities and major recreation, retail, and residential nodes of activity in the Downtown area. This would take advantage of mixed use TOD opportunities presented by the location of the existing Metrolink station. Since all of the project objectives are related to Baldwin Park's downtown area, none of these objectives could be met in another location.

4.2 Project Alternatives

Three alternative scenarios, representing a range of reasonable alternatives to the proposed Specific Plan, were selected for analysis, and are described below.

Alternative 1: No Project Alternative (Build Out According to Existing Zoning)

Section 15126.6(e)(3)(A) of the *CEQA Guidelines* states that when the project is the revision of an existing land use plan, policy, or ongoing operation, the No Project alternative can be evaluated as the continuation of the existing plan, policy, or operation into the future. Land use decisions in the proposed Specific Plan are currently governed by the City of Baldwin Park General Plan and Zoning Ordinance. Implementation of the No Project Alternative would represent the continuation of the existing Baldwin Park General Plan and the Zoning Ordinance. This alternative evaluates the environmental effects of the No Project Alternative, which would result in build out of the Specific Plan area according to the existing General Plan and zoning designations.

Under Alternative 1, the Baldwin Park Downtown TOD Specific Plan would not be approved and no associated components identified under the proposed Specific Plan would be implemented. This alternative would not include development of a new Arts Park across from City Hall or provide the circulation or streetscape changes that would occur by under the proposed Specific Plan. Pursuant to the existing General Plan and zoning, some intensification of development and some new mixed use uses would occur. The resulting development of new land uses under this alternative would be less than build out of the proposed Specific Plan. The No Project alternative would result in a total of 603 residential units and 1,149,222 square feet of non-residential development at build out; and as shown in **Table 4-1**, this alternative would result in 331 fewer residential units and 26,451 fewer square feet of non-residential space than build out of the proposed Specific Plan.

TABLE 4-1
NO PROJECT ALTERNATIVE DIFFERENCE IN DEVELOPMENT AT BUILD OUT

	Residential Units	Non-Residential (SF)
Existing Development	101	886,538
Existing Zoning Increase in Development	502	262,684
Proposed Specific Plan Zoning Increase in Development	833	289,135
Difference Between Existing Zoning and Proposed Zoning at Build Out	**331**	**26,451**

SOURCE: The Arroyo Group, 2014.

Alternative 2: Reduced Specific Plan Area Alternative

Alternative 2, the Reduced Specific Plan Area Alternative would include a smaller Specific Plan area. Under this alternative the Specific Plan area would be reduced by a total of 20.48 acres, from 115 acres to 94.52 acres. The Industrial Commercial area in the northeastern portion of the Specific Plan area that is proposed for continued Industrial Commercial uses would not be included in the Reduced Specific Plan Area Alternative because industrial related land uses are not consistent with residential mixed uses, which are the preferred land uses within a TOD. This would reduce the Specific Plan area by approximately 2.98 acres. In addition, the Reduced Specific Plan Area Alternative would not include the proposed residential uses within 500 feet of the Metrolink rail line and station, which includes 17.5 acres of land that would be designated for additional residential uses by the proposed Specific Plan. The non-residential uses included in the proposed Specific Plan that are within 500 feet of the Metrolink station would be developed consistent with the proposed Specific Plan.

The neighborhood commercial, retail, and Industrial Commercial areas that would be zoned for mixed use by the proposed Specific Plan would remain non-residential uses. The Industrial Commercial parcel at the northeastern portion of the Specific Plan area would continue to be used for non-residential commercial/industrial purposes, and the existing single-family residential area would not be rezoned to be Garden Multi-Family Residential (RG). This alternative would result in 130 fewer residential units and 27,217 less non-residential square footage at build out compared to the proposed Specific Plan, as shown in **Table 4-2**.

Like the proposed Specific Plan, the Reduced Specific Plan Area Alternative would provide an Arts Park, active storefronts, pedestrian nodes with amenities such as street furniture, and lighting. In addition, this alternative would implement all of the circulation improvements that are proposed as part of the Specific Plan.

TABLE 4-2
REDUCED SPECIFIC PLAN AREA ALTERNATIVE DIFFERENCE IN DEVELOPMENT AT BUILD OUT

	Residential Units	Non-Residential (SF)
Existing Development	101	886,538
Proposed Specific Plan Increase in Development	833	289,135
Reduced Specific Plan Area Alternative Increase in Development	703	261,918
Difference in Build Out Between Proposed Project and the Reduced Development Alternative	**130**	**27,217**

SOURCE: The Arroyo Group, 2014.

Alternative 3: Reduced Development Alternative

Alternative 3, the Reduced Development Alternative, would reduce the overall increase in maximum development allowed under the proposed Specific Plan by 25 percent. This alternative was selected for analysis because a reduced development could avoid or lessen the significant impacts associated with the project, while meeting the objectives of the project. As described in Section 2.0, *Project Description*, build out of the proposed Specific Plan would result in an increase of 833 residential units and 289,135 square feet of non-residential development. Alternative 3 would develop 208 fewer residential units and 72,284 less square feet of non-residential space than the proposed Specific Plan, as shown in **Table 4-3**.

TABLE 4-3
REDUCED DEVELOPMENT ALTERNATIVE DIFFERENCE IN DEVELOPMENT AT BUILD OUT

	Residential Units	Non-Residential (SF)
Existing Development	101	886,538
Proposed Specific Plan Increase in Development	833	289,135
Reduced Development Alternative Increase in Development	625	216,851
Difference in Build Out Between Proposed Project and the Reduced Development Alternative	**208**	**72,284**

SOURCE: The Arroyo Group, 2014.

Under this alternative, R1 single-family zoning within the Specific Plan would remain and the number of dwelling units per acre would be reduced from 30 du/ac to 20 du/ac and non-residential development would be reduced to 25 percent less than would be developed by the proposed Specific Plan.

The reduced density of development that would occur by this alternative would not result in the need to improve the water line on Bogart Avenue, between Clark Street and Ramona Boulevard,

which is included in the proposed Specific Plan. The Reduced Development Alternative would provide an Arts Park, active storefronts, pedestrian nodes with amenities such as street furniture, and lighting; in addition, to all of the circulation improvements that would be implemented by the Specific Plan.

4.2.1 Environmental Analysis

Alternative 1: No Project Alternative (Build Out According to Existing Zoning)

The following discusses the impacts associated with the No Project Alternative (Build Out According to Existing Zoning), Alternative 1, in comparison to the impacts of the proposed Specific Plan.

Aesthetics

Under the No Project (Build Out According to Existing Zoning) Alternative, 331 fewer residential units and 26,451 fewer square feet of non-residential space would be developed than under the proposed Specific Plan. However, this development would not include the cohesive urban and architectural design elements that would be implemented by the proposed Specific Plan. The visual appearance of some parcels within the Specific Plan area would be less dense than what would occur by the proposed Specific Plan. The architectural design elements under this alternative would be similar to the existing conditions, and would not unify the Downtown area, as would be done by the proposed Specific Plan. The No Project (Build Out According to Existing Zoning) Alternative would not result in the introduction of unifying design and development guidelines that are intended to create a distinctive center for the Downtown area with attractive streets and public spaces that would be implemented by the proposed Specific Plan. Therefore, this alternative would result in greater adverse impacts on the overall visual quality of Baldwin Park's Downtown as compared to the proposed Specific Plan, which would result in an improvement in aesthetics and enhancement of character within the Downtown area.

Both the proposed project and the No Project (Build Out According to Existing Zoning) Alternative would introduce additional sources of light and glare. Even though development under the proposed Specific Plan would be greater than under this alternative, both would result in similar less than significant impacts with implementation of the City's existing lighting regulations (Municipal Code Section 153.140.040), which provide light and glare performance standards for development within the City that state that lighting shall be the minimum necessary in order to achieve the purpose of the light and that all lights shall be directed, oriented and shielded to prevent light from shining onto adjacent properties, onto public rights-of-way, and into driveway areas in a manner that would obstruct motorists' vision. Therefore, lighting and glare related impacts would be similar.

Air Quality

The No Project (Build Out According to Existing Zoning) Alternative would not result in changes to zoning or the General Plan land uses. Therefore, it would be consistent with the AQMP and

result in fewer impacts than the less than significant impacts to the AQMP that would result from the proposed Specific Plan. This alternative would result in 331 fewer residential units and 26,451 fewer square feet of non-residential space than build out of the proposed Specific Plan. Therefore, it would generate fewer construction and operational emissions than would occur under the proposed Specific Plan. However, because the construction intensity, phasing, length, and schedule of individual projects that would be implemented by this alternative is unknown, there is the same possibility that occurs under the proposed Specific Plan that multiple construction projects could occur at the same time, or different phasing combinations could overlap to result in increased levels of emissions that would exceed thresholds after implementation of mitigation. Therefore construction impacts under the No Project (Build-out According to Existing Zoning) Alternative would be significant and unavoidable, which is the same as would occur under the proposed Specific Plan.

The existing zoning does not promote TOD and does not provide improvements to circulation and connectivity that would help to reduce vehicle trips. Overall, this alternative would result in fewer air quality impacts than the proposed Specific Plan, but would not achieve the long-term objective of reducing vehicle trips to the same degree as the proposed Specific Plan. Due to the reduction in build out that would occur by the No Project (Build Out According to Existing Zoning) Alternative less air quality impacts would occur from operation than by the proposed Specific Plan.

Cultural Resources

Previously unknown and unrecorded archaeological and paleontological resources could exist anywhere within the Specific Plan area, and may be unearthed during excavation and grading activities for individual projects. This can occur even in already developed areas, as older buildings are known to have often been built on top of or within archaeological deposits and previously undiscovered artifacts or remains could be uncovered during excavation or construction activities related to the proposed Specific Plan. The No Project Alternative (Build Out According to Existing Zoning) would involve 331 fewer residential units and 26,451 fewer square feet of non-residential space than build out of the proposed Specific Plan. However, this development would occur in the similarly developed urban area, and would consist of redevelopment and infill of existing land uses. Therefore, this alternative could adversely affect historic, archaeological, or paleontological resources, or disturb human remains, which would be reduced to a less than significant impact with implementation of similar mitigation measures. Therefore, under this alternative, impacts related to cultural resources would be similar to the impacts of the proposed Specific Plan, and would be less than significant with mitigation measures.

Greenhouse Gas Emissions

The No Project (Build Out According to Existing Zoning) Alternative would involve 331 fewer residential units and 26,451 fewer square feet of non-residential space than build out of the proposed Specific Plan. Therefore, GHG emissions that would result from this alternative would be less than would occur from implementation of the proposed Specific Plan.

However, the intent of the Specific Plan to provide a cohesive TOD plan for the Downtown area, to build upon the General Plan framework and improvements to circulation and connectivity that would help to reduce vehicle trips, would not be implemented under this alternative. Overall, this alternative would result in fewer GHG emission impacts than the proposed Specific Plan, but would not achieve the long-term objective of reducing vehicle trips through the cohesive TOD plan for the area or by the TOD circulation improvements to the same degree as the proposed Specific Plan. Overall, due to the reduction in build out that would occur by the No Project (Build Out According to Existing Zoning) Alternative, less GHG emission impacts would occur than by the proposed Specific Plan. Impacts related to GHG emissions would be less under this alternative than the less than significant impacts that would result from implementation of the proposed Specific Plan.

Hazards and Hazardous Materials

The No Project (Build Out According to Existing Zoning) Alternative Plan would result in 331 fewer residential units and 26,451 fewer square feet of non-residential space than the proposed Specific Plan, but would still involve demolition or re-use of structures constructed prior to the 1970s that could include asbestos, lead-based paints, or PCB-containing materials. In addition, implementation of development within the Downtown area could result in the exposure of contaminated soil during construction activities. Even though fewer buildings would be demolished and reconstructed under this alternative, the risks related to hazards and hazardous materials would be similar in nature to what would occur under the proposed Specific Plan, and would be required to comply with existing federal, state, and regional regulations. Therefore, this alternative would have similar less than significant impacts related to hazards and hazardous materials.

Hydrology and Water Quality

Under the No Project (Build Out According to Existing Zoning) Alternative, 331 fewer residential units and 26,451 fewer square feet of non-residential space than build out of the proposed Specific Plan. Therefore, potential water quality impacts associated with the No Project (Build Out According to Existing Zoning) Alternative would be less than the proposed Specific Plan because higher density development that could lead to increased levels of trash, nutrients, bacteria, pesticides, herbicides, oil and grease being washed into Big Dalton Wash and to Walnut Creek, which ultimately drains to the San Gabriel River. However, both the proposed Specific Plan and the No Project (Build-out According to Existing Zoning) Alternative would be required to include Low Impact Development features, NPDES and LARWQCB SUSMP requirements, and implementation of BMPs at each development site. Therefore, build out of the Downtown area under both the proposed Specific Plan or this alternative would provide required improvements pursuant to existing regulations to ensure that impacts related to water quality would be less than significant. However, potential water quality impacts under the No Project (Build-out According to Existing Zoning) Alternative would be less than the proposed Specific Plan because it would result in higher density development that could lead to increased pollutants.

The Downtown area is urban and developed. The development that would occur under both the proposed Specific Plan and the No Project (Build Out According to Existing Zoning) Alternative

would consist of infill and redevelopment of already urban/developed areas. However, the proposed Specific Plan would reduce the amount of impervious surfaces because it includes improvements to expand landscaping areas along streets (as a part of the streetscape improvements) and landscaped open space within the proposed Arts Park, which are not included in the No Project (Build-out According to Existing Zoning) Alternative. Because the proposed Specific Plan would introduce more pervious surfaces throughout the Downtown area through implementation of the landscaping and open space that would not be implemented by the No Project (Build Out According to Existing Zoning) Alternative, impacts related to hydrology under the No Project (Build Out According to Existing Zoning) Alternative would be greater than the proposed Specific Plan.

Land Use and Planning

Under the No Project (Build Out According to Existing Zoning) Alternative, no General Plan Amendment or a zoning change would occur since development would be consistent with the existing General Plan and zoning. However, as described in Section 1.0, *Introduction*, the proposed Specific Plan has been prepared to implement the General Plan to create a cohesive TOD plan for the Downtown area that specifically addresses: the distribution, location, maximum development criteria, standards, regulations, transportation, transit, parking, and infrastructure improvements that are necessary to maximize the TOD opportunities in the Downtown area. This alternative would not provide a cohesive plan for optimal functioning of a TOD area.

The No Project (Build Out According to Existing Zoning) Alternative would not implement TOD development in a planned manner that would maximize TOD opportunities within the area. With the absence of a Specific Plan to guide development through 2035, TOD would be considered on a project-by-project basis, which would not provide for a cohesive future land use plan that would maximize TOD land use and circulation opportunities. This alternative would not implement the pedestrian and bicycle circulation patterns identified in the Specific Plan to improve access to the Metrolink station. In addition, this alternative would not implement SCAG policies that encourage greater densities in areas with TOD opportunities and less dependence on the automobile. Furthermore, the General Plan includes policies to include the development of outdoor cafes, flower sales, stalls, and kiosks, and other uses compatible with pedestrian activity, which are specifically implemented by the proposed Specific Plan within the streetscape design guidelines. The No Project (Build Out According to Existing Zoning) Alternative would not implement this policy in a design specific cohesive manner, such as would be done by the streetscape guidelines in the proposed Specific Plan. Therefore, this No Project (Build Out According to Existing Zoning) Alternative would have greater impacts related to land use and planning than the proposed Specific Plan.

Noise

The No Project (Build Out According to Existing Zoning) Alternative would result in 331 fewer residential units and 26,451 fewer square feet of non-residential space than build out of the proposed Specific Plan. However, because the Downtown area is urban and developed, the development that would occur under both the proposed Specific Plan and the No Project (Build Out According to Existing Zoning) Alternative would consist of infill and redevelopment of

already urban/developed areas that would result in similar construction and operation related noise impacts. However, this alternative would not include the Arts Park and roadway improvements, and because the overall development potential would be reduced compared to the proposed Specific Plan, the No Project (Build Out According to Existing Zoning) Alternative would result in an incremental reduction in construction and operational noise impacts. However, noise sources would continue to be adjacent to or nearby existing sensitive receptors in the Downtown area; and therefore, would result in a significant and unavoidable construction noise impact, which is the same as what would occur by the proposed Specific Plan.

Even though the existing zoning does not promote TOD in an area specific manner as would be done by the proposed Specific Plan, which is intended to reduce vehicle trips, the existing zoning would result in 331 fewer residential units and 26,451 fewer square feet of non-residential space than the proposed project. Thus, fewer vehicular trips would occur by the No Project (Build Out According to Existing Zoning) Alternative than by the proposed Specific Plan. As a result, less vehicular noise would be generated by this alternative than under the proposed Specific Plan, and vehicular related operational noise impacts would be less under the No Project (Build Out According to Existing Zoning) Alternative than the less than significant operational impacts that would occur by the proposed Specific Plan. Other operational impacts related to equipment, machinery, loading docks, or operation of other facilities under this alternative would be the similar as what would occur by the proposed Specific Plan, and would result in less than significant impacts.

Population and Housing

Under the No Project (Build Out According to Existing Zoning) Alternative, 331 fewer residential units and 26,451 fewer square feet of non-residential space than build out of the proposed Specific Plan. The increase in population that would be generated by both this alternative and the proposed Specific Plan are consistent with SCAG forecasts and would not induce substantial population growth in the project area. The No Project (Build Out According to Existing Zoning) Alternative and the proposed Specific Plan would result in similar less than significant impacts related to population and housing.

Public Services and Recreation

Under the No Project (Build Out According to Existing Zoning) Alternative, impacts to police and fire services that would be generated by the increased population and densities of development under the proposed Specific Plan would be lessened because 331 fewer residential units and 26,451 fewer square feet of non-residential space would be developed. Since the residential and worker population would not increase to the same degree, fewer police or fire personnel would be required to serve the Downtown area at build out under the existing zoning. As with public services, the No Project (Build Out According to Existing Zoning) Alternative would result in fewer demands on park and recreational facilities because it would not result in the additional population that would be generated by the proposed Specific Plan. However, this alternative would not include development of the Arts Park that would help to offset the recreational needs related to population growth. Overall, this alternative would result in less

development at build out and would result in fewer impacts on public services and recreational resources than the less than significant impacts that would result from the proposed Specific Plan.

Traffic

The No Project (Build Out According to Existing Zoning) Alternative would result in 331 fewer residential units and 26,451 fewer square feet of non-residential space at build out. Therefore, fewer traffic trips would be generated from this alternative than the proposed specific plan. Due to the growth that would occur from build out of the existing zoning in the Downtown area, similar roadway improvements may need to be implemented as described in Mitigation Measures TRAF-1 through TRAF-3. Under both scenarios operational traffic impacts would be mitigated to a less than significant level; however, the No Project (Build Out According to Existing Zoning) Alternative would result in fewer traffic-related less than significant impacts than the proposed Specific Plan.

Utilities and Service Systems

The No Project (Build Out According to Existing Zoning) Alternative would result in less development at build out than the proposed Specific Plan. Since the residential and worker population would not increase to the same degree under this alternative, as would occur under the proposed Specific Plan, less utility capacity would be required to serve the Downtown area at build out. Water supply demands and wastewater generation, and landfill capacity needs would be less than what would occur by the proposed Specific Plan. Therefore, this alternative would result in reduced less than significant impacts compared to the proposed Specific Plan.

Conclusion

Under Alternative 1, the No Project (Build Out According to Existing Zoning) Alternative, the impacts of the proposed Specific Plan are compared to the impacts that would occur if the existing General Plan and zoning continued to be implemented in the Downtown area. Compared to the proposed Specific Plan, the potential environmental impacts from the No Project Alternative (Build Out According to Existing Zoning) Alternative would be less than the proposed Specific Plan in the areas of operational air quality and vehicular noise, greenhouse gasses, public services and recreation, traffic, and utilities. The No Project (Build Out According to Existing Zoning) Alternative would have similar impacts related to construction related air quality, cultural resources, construction noise, hazardous materials, and population and housing. The No Project (Build Out According to Existing Zoning) Alternative would have greater impacts related to aesthetics, hydrology, water quality, land use, and planning than the proposed Specific Plan. Additionally, the No Project (Build Out According to Existing Zoning) Alternative would not reduce the significant and unavoidable construction air quality and noise impacts of the proposed Specific Plan to a less than significant level.

As described above, build out of the existing zoning would result in less overall development, but would not provide an integrated approach to future development that takes advantage of Downtown's proximity to the Metrolink station, which is the focus of the Specific Plan. As described in Section 1.0, *Introduction*, the proposed Specific Plan has been prepared to implement the General Plan to create a cohesive TOD plan for the Downtown area that

specifically addresses: the distribution, location, maximum development criteria, standards, regulations, transportation, transit, parking, and infrastructure improvements that are necessary to maximize the TOD opportunities in the Downtown area.

The No Project (Build Out According to Existing Zoning) Alternative would not implement TOD development in a planned manner that would maximize TOD opportunities within the area. With the absence of a Specific Plan to guide development through 2035, TOD would be considered on a project-by-project basis, which would not provide for a cohesive future land use plan that would maximize TOD land use and circulation opportunities. This alternative would not implement the pedestrian and bicycle circulation patterns identified in the Specific Plan to improve access to the Metrolink station. In addition, this alternative would not implement SCAG policies that encourage greater densities in areas with TOD opportunities and less dependence on the automobile. Furthermore, the General Plan includes policies to include the development of outdoor cafes, flower sales, stalls, and kiosks, and other uses compatible with pedestrian activity, which are specifically implemented by the proposed Specific Plan within the streetscape design guidelines. The No Project (Build Out According to Existing Zoning) Alternative would not implement this policy in a design specific cohesive manner, such as would be done by the streetscape guidelines in the proposed Specific Plan. Therefore, this No Project (Build Out According to Existing Zoning) Alternative would not achieve the project objectives of providing pedestrian linkages or the TOD connectivity summarized above.

Alternative 2: Reduced Specific Plan Area

The following discusses the impacts associated with Alternative 2, the Reduced Specific Plan Area Alternative, in comparison to the impacts of the proposed Specific Plan.

Aesthetics

Under Alternative 2, Reduced Specific Plan Area Alternative, the Specific Plan area would be reduced by 20.48 acres, from 115 acres to 94.52 acres, and 130 fewer residential units and 27,217 fewer square feet of non-residential space would be developed than by the proposed Specific Plan. Mixed use developments that contain residential uses above commercial would not occur within 500 feet of the Metrolink station. As a result, vertical integration of residential into the existing streetscape would not occur within 500 feet of the Metrolink station. The non-residential uses included in the proposed Specific Plan that are within 500 feet of the Metrolink station would be developed consistent with the proposed Specific Plan. This alternative would implement design standards for new development within the smaller Specific Plan area that would introduce cohesive urban and architectural design elements as well as create a more pedestrian-friendly environment.

The Reduced Specific Plan Area Alternative would not include the area proposed to remain Industrial Commercial in the northeastern portion of the proposed Specific Plan area. This area is planned to remain the same and intensification of the Industrial Commerical land uses would not occur. The design standards and cohesive pedestrian environment would not extend to this portion of the Downtown area, and would not introduce unifying design and development guidelines within this area that are part of creating a distinctive center for the Downtown area.

Thus, the Industrial Commerical area would not be visually integrated with the rest of the Downtown area. However, overall, this alternative would result in similar less than significant impacts on the overall visual character and quality of the Downtown area as compared to the proposed Specific Plan.

Both the proposed project and the Reduced Specific Plan Area Alternative would introduce additional sources of light and glare. Even though development under the proposed Specific Plan would be greater and introduce more sensitive light receptors near non-residential uses than under this alternative, both would result in similar less than significant impacts with implementation of the City's existing lighting regulations (Municipal Code Section 153.140.040), which provide light and glare performance standards for development within the City that state that lighting shall be the minimum necessary in order to achieve the purpose of the light and that all lights shall be directed, oriented and shielded to prevent light from shining onto adjacent properties, onto public rights-of-way, and into driveway areas in a manner that would obstruct motorists' vision. Therefore, lighting and glare related impacts would be similar and less than significant under both the proposed Specific Plan and the Reduced Specific Plan Area Alternative.

Air Quality

Under Alternative 2, Reduced Specific Plan Area Alternative, 130 fewer residential units and 27,217 fewer square feet of non-residential space would be developed than by build out of the proposed Specific Plan. Therefore, it would generate fewer construction and operational emissions than would occur under the proposed Specific Plan, and there would be less of a possibility that multiple construction projects could occur at the same time, or different phasing combinations could overlap to result in increased levels of emissions that would exceed thresholds after implementation of mitigation. Even though the possibility is less, exceedances could still occur; therefore construction impacts under the Reduced Specific Plan Area Alternative would be significant and unavoidable, which is the same as what would occur by the proposed Specific Plan.

The Reduced Specific Plan Area Alternative would not locate residential uses within 500 feet of the Metrolink rail line and station, which would reduce potential impacts related to Toxic Air Contaminants (TACs). The proposed Specific Plan would require implementation of Mitigation Measures AIR-3 and AIR-4 that would reduce impacts to less than a significant level, which require all residential uses within 500 feet of the Metrolink Station or line to implement all available best management practices and control technologies to reduce emissions to below regulatory thresholds (that currently require a less than 10 in one million increase in cancer risk, and less than 1 for non-cancer risk). This includes the requirement that all new residential uses within 500 feet of the Metrolink tracks shall be equipped with a filtered air supply system to maintain units under positive pressure when windows are closed. Because the Reduced Specific Plan Area Alternative would not include new residential uses within 500 feet of the Metrolink tracks, no mitigation would be required to result in a less than significant impact related to TACs. Therefore, the Reduced Specific Plan Area Alternative would result in fewer impacts related to TACs than would occur by the proposed Specific Plan.

Overall, due to the reduction in build out that would occur by the Reduced Specific Plan Area Alternative less air quality emissions associated with vehicle emissions, natural gas combustion for space and water heating, and landscaping, which would be less than the less than significant impacts generated from the proposed Specific Plan, and TAC related land use mitigation measures would not be required. However, construction related air quality impacts would be significant and unavoidable under the Reduced Specific Plan Area Alternative.

Cultural Resources

Alternative 2, the Reduced Specific Plan Area Alternative, would not include the area proposed to remain Industrial Commercial in the northeastern area from the proposed Specific Plan and new residential uses would not be located within 500 feet of the Metrolink station. However, the potential to impact unidentified historic resources or encounter unknown archaeological and/or paleontological resources would still remain within the Reduced Specific Plan Area, and previously undiscovered artifacts or remains could be uncovered during excavation or construction activities related to the Reduced Specific Plan Area Alternative. Therefore, this alternative could adversely affect historic, archaeological, or paleontological resources, or disturb human remains, which would be reduced to a less than significant impact with implementation of similar mitigation measures as those that would be implemented by the proposed Specific Plan. Therefore, under the Reduced Specific Plan Area Alternative, impacts related to cultural resources would be similar to the impacts of the proposed Specific Plan, and would be less than significant with mitigation measures.

Greenhouse Gas Emissions

Alternative 2, the Reduced Specific Plan Area Alternative, would not include the area proposed to remain Industrial Commercial in the northeastern area from the proposed Specific Plan and new residential uses would not be located within 500 feet of the Metrolink station. The Reduced Specific Plan Area Alternative would develop 130 fewer residential units and 27,217 fewer square feet of non-residential space than the proposed Specific Plan. Therefore, GHG emissions that would result from this alternative would be less than would occur from implementation of the proposed Specific Plan. As described above, this alternative would implement all of the circulation improvements that would improve pedestrian, bicycle, and vehicular circulation within the smaller specific plan area for the Downtown. Due to the reduction in build out that would occur by the Reduced Specific Plan Area Alternative and implementation of TOD related circulation improvements, less GHG emission impacts would occur by the Reduced Specific Plan Area Alternative than by the proposed Specific Plan. Thus, this alternative would result in reduced less than significant impacts from both construction and operation compared to the proposed Specific Plan.

Hazards and Hazardous Materials

Alternative 2 would not include the existing Industrial Commercial uses that are located within in the northeastern portion of the Downtown area. In addition, the Reduced Specific Plan Area Alternative would not include the proposed residential uses within 500 feet of the Metrolink rail line and station, which includes 17.5 acres of land that would be designated for additional

residential uses by the proposed Specific Plan. The non-residential uses included in the proposed Specific Plan that are within 500 feet of the Metrolink station would be developed consistent with the proposed Specific Plan.

Even though fewer buildings would be demolished and reconstructed under this alternative than the proposed Specific Plan, the risks related to hazards and hazardous materials would be similar in nature, and would involve demolition or re-use of structures constructed prior to the 1970s that could include asbestos, lead-based paints, or PCB-containing materials. In addition, implementation of development within the Downtown area could result in the exposure of contaminated soil during construction activities. However, the risks related to hazards and hazardous materials would be similar to what would occur under the proposed Specific Plan, and would be required to comply with existing federal, state, and regional regulations. Therefore, this alternative would have similar less than significant impacts related to hazards and hazardous materials, as the proposed Specific Plan.

Hydrology and Water Quality

Alternative 2, the Reduced Specific Plan Area Alternative, would not include the area proposed to remain Industrial Commercial in the northeastern area from the proposed Specific Plan and would develop 130 fewer residential units and 27,217 fewer square feet of non-residential space than the proposed Specific Plan.

Impacts associated with higher density development within the reduced Specific Plan area that could lead to increased levels of trash, nutrients, bacteria, pesticides, herbicides, oil and grease being washed into the storm drains would occur, although, overall, it would occur in smaller quantities due to the decreased level of development under this scenario. Impacts to water quality related to construction activities could also occur under this alternative and would be similar in nature to those that could occur by the proposed Specific Plan. Like developments that would occur under the proposed Specific Plan, adherence to regulations like the NPDES permitting process, and the LARWQCB SUSMP requirements, and implementation of BMPs would be required under this alternative. In addition, this alternative would implement the streetscape improvements that would be implemented by the Specific Plan, which would increase landscaping area and pervious surfaces. Overall, this alternative would result in similar less than significant impacts related to hydrology and water quality as the proposed Specific Plan.

Land Use and Planning

Alternative 2, the Reduced Specific Plan Area Alternative, would not include the area proposed to remain Industrial Commercial in the northeastern area of the proposed Specific Plan and additional residential uses within 500 feet of the Metrolink rail line would not be included. This alternative would result in 130 fewer residential units and 27,217 less non-residential square feet compared to the proposed Specific Plan. Because this alternative would allow less mixed use and high density residential development near the Metrolink Station as the proposed Specific Plan, it would not maximize the potential for TOD development within the Downtown area and would be less consistent with the SCAG policies that encourage maximizing opportunities related to transit-oriented development and less dependence on the automobile. Overall, this alternative would

have greater less than significant planning related consistency impacts compared to the proposed Specific Plan.

Noise

Alternative 2, the Reduced Specific Plan Area Alternative, would not include the area proposed to remain Industrial Commercial in the northeastern portion of the Specific Plan area and would not include residential uses within 500 feet of the Metrolink rail line, and would result in 130 fewer residential units and 27,217 less non-residential square footage compared to the proposed Specific Plan.

Because the Downtown area is urban and developed, the development that would occur under both the proposed Specific Plan and the Reduced Specific Plan Area Alternative would consist of infill and redevelopment of already urban/developed areas that would result in similar construction and operation related noise impacts. Because the overall development potential would be reduced compared to the proposed Specific Plan, this would result in an incremental reduction in construction and operational noise impacts. However, noise sources would continue to be adjacent to or nearby existing sensitive receptors in the Downtown area; and therefore, would result in a significant and unavoidable construction noise impact, which is the same as what would occur by the proposed Specific Plan.

As described in Section 3.8, *Noise*, noise levels from the Metrolink train reach as high as approximately 75 dBA CNEL, and noise levels up to 75 dBA CNEL are considered by the General Plan to normally be incompatible for residential developments. In addition, because commercial and industrial zoned uses are located directly adjacent to the Metrolink line (i.e., commercial zone parcel located at the intersection of Ramona Boulevard and Bogart Avenue; industrial zone parcel located at intersection of Downing Avenue and Alderson Avenue), it is anticipated that the noise environments in these areas may also exceed the 80 dBA CNEL and 85 dBA CNEL noise levels that are deemed to be compatible for residential uses, respectively. Because implementation of the Reduced Specific Plan Area Alternative would not include residential uses within 500 feet of the Metrolink line, this noise/land use incompatibility impact would not occur. Furthermore, the Reduced Specific Plan Area Alternative would not require implementation of Mitigation Measure NOI-5, which requires all residential uses within 500 feet of the Metrolink line to implement appropriate land use planning for exterior private areas, and implement noise reduction measures, such as sound walls, double pane windows, and insulation features included in the design to meet the City's the interior noise standards of 45 dBA CNEL. Therefore, operational noise from implementation of the Reduced Specific Plan Area Alternative would not locate sensitive uses near the Metrolink line, which would result in less than the less than significant impacts of the proposed Specific Plan.

Population and Housing

Alternative 2, the Reduced Specific Plan Area Alternative, would not include the area proposed to remain Industrial Commercial in the northeastern area from the proposed Specific Plan and would develop 130 fewer residential units and 27,217 fewer square feet of non-residential space than the proposed Specific Plan. The increase in population that would be generated by both this

alternative and the proposed Specific Plan are consistent with SCAG forecasts and would not induce substantial population growth in the project area. However, because the Reduced Specific Plan Area Alternative would generate less residents and employees, this alternative would result in fewer less than significant impacts related to population and housing than the proposed Specific Plan.

Public Services

Alternative 2, the Reduced Specific Plan Area Alternative, would not include the area proposed to remain Industrial Commercial in the northeastern area from the proposed Specific Plan and no new residential uses would be developed within 500 feet of the Metrolink line. This would result in development of 130 fewer residential units and 27,217 fewer square feet of non-residential space than the proposed Specific Plan at build out.

Since the residential and worker population would not increase to the same degree, fewer police or fire personnel would be required to serve the Downtown area at build out of the Reduced Specific Plan Area Alternative. As with public services, the Reduced Specific Plan Area Alternative would result in fewer demands on park and recreational facilities because it would not result in the additional population that would be generated by the proposed Specific Plan. In addition, this alternative would include development of the Arts Park that would help to offset the recreational needs related to population growth. Overall, this alternative would result in less development at build out and would result in fewer impacts on public services and recreational resources than the less than significant impacts that would result from the proposed Specific Plan.

Traffic

Alternative 2, the Reduced Specific Plan Area Alternative, would not include the area proposed to remain Industrial Commercial in the northeastern portion of the Specific Plan area and would not include residential uses within 500 feet of the Metrolink rail line, and would result in 130 fewer residential units and 27,217 less non-residential square footage compared to the proposed Specific Plan.

Because the Downtown area is urban and developed, the development that would occur under both the proposed Specific Plan and the Reduced Specific Plan Area Alternative would consist of infill and redevelopment of already urban/developed areas that would result in similar construction and operation activities.

However, fewer traffic trips would be generated from this alternative than the proposed specific plan due to the reduced growth that would occur from this alternative. However, because this alternative would not provide residential uses within 500 feet of the Metrolink station, additional vehicular trips from residential uses outside of walking distance could occur. In addition, similar roadway improvements may need to be implemented as described in Mitigation Measures TRAF-1 through TRAF-3. Under both scenarios operational traffic impacts would be mitigated to a less than significant level; therefore, traffic related impacts under the Reduced Specific Plan Area Alternative would be similar to what would occur by the proposed Specific Plan.

Utilities and Service Systems

Alternative 2, the Reduced Specific Plan Area Alternative, would not include the area proposed to remain Industrial Commercial in the northeastern area from the proposed Specific Plan and would develop 130 fewer residential units and 27,217 fewer square feet of non-residential space than the proposed Specific Plan.

Since the residential and worker population would not increase to the same degree under this alternative, as would occur by the proposed Specific Plan, less utility capacity would be required to serve the Downtown area at build out. Water supply demands and wastewater generation, and landfill capacity needs would be less than what would occur by the proposed Specific Plan. Therefore, this alternative would result in reduced less than significant impacts compared to the proposed Specific Plan.

Conclusion

Alternative 2, the Reduced Specific Plan Area Alternative, would remove the area proposed to remain Industrial Commercial in the northeastern area from the proposed Specific Plan, and would not provide for additional residential uses within 500 feet of the Metrolink station. As a result, this alternative would develop 130 fewer residential units and 27,217 fewer square feet of non-residential space than the proposed Specific Plan. The reduced development would generate fewer construction and operational related impacts.

Compared to the proposed Specific Plan, the potential environmental impacts from the Reduced Specific Plan Area Alternative would be less than the proposed Specific Plan in the areas of operational air quality, greenhouse gasses, operational noise, population and housing, public services and recreation, and utilities. The Reduced Specific Plan Area Alternative would have similar impacts related to aesthetics, construction related air quality, cultural resources, hydrology, water quality, construction noise, hazardous materials, transportation and traffic. The Reduced Specific Plan Area Alternative would have greater impacts related to land use and planning than the proposed Specific Plan. Additionally, the Reduced Specific Plan Area Alternative would not reduce the significant and unavoidable construction air quality and noise impacts of the proposed Specific Plan to a less than significant level.

As described above, Reduced Specific Plan Area Alternative would result in less overall development; and would provide an Arts Park, active storefronts, pedestrian nodes with amenities such as street furniture, and lighting. In addition, this alternative would implement all of the circulation improvements included in the proposed Specific Plan.

Because this alternative would allow less mixed use and high density residential development near the Metrolink Station compared to the proposed Specific Plan, it would not maximize the potential for TOD development within the Downtown area and would be less consistent with the SCAG policies that encourage maximizing opportunities related to TOD and less dependence on the automobile. The objectives of the proposed Specific Plan including increasing housing densities within walking distance of the Metrolink station. The Reduced Specific Plan Area Alternative would implement that objective; however, to a lesser degree than the proposed Specific Plan.

Alternative 3: Reduced Development Alternative

The following discusses the impacts associated with the Alternative 3, Reduced Development Alternative in comparison to the impacts of the proposed Specific Plan.

Aesthetics

Alternative 3, the Reduced Development Alternative, would implement a less dense development within the Specific Plan area that would result in 208 fewer residential units and 72,284 less non-residential square footage at build out than the proposed Specific Plan. This alternative would implement design standards for the reduced dense development that would introduce cohesive urban and architectural design elements as well as create a more pedestrian-friendly environment, which would also occur under the proposed Specific Plan. Therefore, the Reduced Development Alternative would result in similar less than significant impacts on the overall visual character and quality of the Downtown area compared to the proposed Specific Plan.

The Reduced Development Alternative would introduce fewer, and a reduced density of, additional sources of light and glare compared to the proposed Specific Plan. Even though development under the proposed Specific Plan would be greater and introduce more sensitive light receptors near non-residential uses than under this alternative, both would result in similar less than significant impacts with implementation of the City's existing lighting regulations (Municipal Code Section 153.140.040), which provide light and glare performance standards for development within the City that state that lighting shall be the minimum necessary in order to achieve the purpose of the light and that all lights shall be directed, oriented and shielded to prevent light from shining onto adjacent properties, onto public rights-of-way, and into driveway areas in a manner that would obstruct motorists' vision. Therefore, lighting and glare related impacts would be similar and less than significant under both the proposed Specific Plan and the Reduced Development Alternative.

Air Quality

Alternative 3 would result in 208 fewer residential units and 72,284 square feet less non-residential development than the proposed Specific Plan. Therefore, it would generate fewer construction and operational emissions than what would occur under the proposed Specific Plan. However, because the construction intensity, phasing, length, and schedule of individual projects that would be implemented by this alternative is unknown, and there would be less of a possibility that multiple construction projects could occur at the same time, or different phasing combinations could overlap to result in increased levels of emissions that would exceed thresholds after implementation of mitigation. Even though the possibility is less, exceedances could still occur; therefore construction impacts under the Reduced Development Alternative would be significant and unavoidable, which is the same as what would occur by the proposed Specific Plan.

Cultural Resources

Alternative 3, the Reduced Development Alternative, would result in 208 fewer residential units and 72,284 less non-residential square footage at build out than the proposed Specific Plan.

Development would occur throughout the Specific Plan area, but would occur less densely than the proposed Specific Plan, However, the potential to impact unidentified historic resources or encounter unknown archaeological and/or paleontological resources would still remain within the Reduced Development Alternative, and previously undiscovered artifacts or remains could be uncovered during excavation or construction activities. Therefore, this alternative could adversely affect historic, archaeological, or paleontological resources, or disturb human remains, which would be reduced to a less than significant impact with implementation of similar mitigation measures as those that would be implemented by the proposed Specific Plan. Therefore, under the Reduced Development Alternative, impacts related to cultural resources would be similar to the impacts of the proposed Specific Plan, and would be less than significant with mitigation measures.

Greenhouse Gas Emissions

Alternative 3, the Reduced Development Alternative, would result in 208 fewer residential units and 72,284 less non-residential square footage at build out than the proposed Specific Plan. Therefore, GHG emissions that would result from this alternative would be less than what would occur from implementation of the proposed Specific Plan. As described above, this alternative would implement all of the circulation improvements that would improve pedestrian, bicycle, and vehicular circulation within the Downtown area. Due to the reduction in build out that would occur by the Reduced Development Alternative and implementation of TOD related circulation improvements, less GHG emission impacts would occur by the Reduced Development Alternative than by the proposed Specific Plan. Thus, this alternative would result in reduced less than significant impacts from both construction and operation compared to the proposed Specific Plan.

Hazards and Hazardous Materials

Alternative 3, the Reduced Development Alternative, would develop 208 fewer residential units and 72,284 fewer square feet of non-residential space than the proposed Specific Plan, but would still involve demolition or re-use of structures constructed prior to the 1970s that could include asbestos, lead-based paints, or PCB-containing materials. In addition, implementation of development within the Downtown area could result in the exposure of contaminated soil during construction activities. Because commercial uses generally utilize and store more types and quantities of hazardous materials than other land uses, the reduction of 72,284 fewer square feet of non-residential space by this alternative would likely result in less quantities of hazardous materials within the Specific Plan area that could be accidentally released into the environment. Therefore, potential impacts related to commercial use of hazardous materials and potential release under the Reduced Development Alternative would be less than the less than significant impacts that would occur by the proposed Specific Plan.

Overall, the risks related to hazards and hazardous materials would be similar, but less than, what would occur under the proposed Specific Plan, and would be required to comply with existing federal, state, and regional regulations. Therefore, this alternative would have fewer less than significant impacts related to hazards and hazardous materials than the proposed Specific Plan.

Hydrology and Water Quality

Under the Reduced Development Alternative, impacts associated with higher density development that could lead to increased levels of trash, nutrients, bacteria, pesticides, herbicides, oil and grease being washed into the storm drains would occur, although, overall, it would occur in smaller quantities due to the decreased level of development under this scenario. Impacts to water quality related to construction activities could also occur under this alternative and, again, would be less than that which would occur under the proposed Specific Plan. However, development under this alternative would be required to adhere to the same regulations as the proposed project, which includes the NPDES permitting process and the LARWQCB SUSMP requirements. In addition, this alternative would implement the streetscape improvements that would be implemented by the Specific Plan, which would increase landscaping area and pervious surfaces. Overall, this alternative would result in similar less than significant impacts related to hydrology and water quality as the proposed Specific Plan.

Land Use and Planning

Alternative 3, the Reduced Development Alternative, would result in 208 fewer residential units and 72,284 less non-residential square feet compared to the proposed Specific Plan. Because this alternative would allow less dense residential development near the Metrolink Station than the proposed Specific Plan, it would not maximize the potential for TOD development within the Downtown area and would be less consistent with the SCAG policies that encourage maximizing opportunities related to transit-oriented development and less dependence on the automobile. Overall, this alternative would have greater less than significant planning related consistency impacts compared to the proposed Specific Plan.

Noise

The Reduced Development Alternative would involve the same types of development, but with less density and intensity than the proposed Specific Plan. However, because the Downtown area is urban and developed, the development that would occur under both the proposed Specific Plan and the Reduced Development Alternative would consist of infill and redevelopment of already urban/developed areas that would result in similar construction and operation related noise impacts. Because the overall development potential would be reduced compared to the proposed Specific Plan, this would result in an incremental reduction in construction and operational noise impacts. However, noise sources would continue to be adjacent to or nearby existing sensitive receptors in the Downtown area; and therefore, would result in a significant and unavoidable construction noise impact, which is the same as what would occur by the proposed Specific Plan.

The existing zoning would result in 208 fewer residential units and 72,284 fewer square feet of non-residential space than the proposed project. Thus, fewer vehicular trips would occur by the Reduced Development Alternative than by the proposed Specific Plan. As a result, less vehicular noise would be generated by this alternative than under the proposed Specific Plan, and vehicular related operational noise impacts would be less under the Reduced Development Alternative than the less than significant operational impacts that would occur by the proposed Specific Plan. Other operational impacts related to equipment, machinery, loading docks, or operation of other

facilities under this alternative would be less, as less development would occur, but similar in nature as what would occur by the proposed Specific Plan, and would result in similar less than significant impacts.

Population and Housing

Alternative 3, the Reduced Development Alternative, would result in 208 fewer residential units and 72,284 less non-residential square footage at build out than the proposed Specific Plan. This would result in 25 percent less population and employees than the proposed Specific Plan. The mix of jobs that would be generated by this alternative would be the same as by the proposed Specific Plan, and most of these positions would be commercial/office positions that would not require a specialized labor force, these employees would come from the surrounding area and would not result in a substantial influx of population. However, because the Reduced Development Alternative would generate less residents and employees, this alternative would result in fewer less than significant impacts related to population and housing than the proposed Specific Plan

Public Services

Alternative 3, the Reduced Development Alternative, would result in 208 fewer residential units and 72,284 less non-residential square footage at build out than the proposed Specific Plan. Therefore, impacts to police and fire services would be less than those of the proposed Specific Plan due to the smaller residential population that would be generated under this alternative. In addition, a smaller new student population would result under this alternative and would not place the same capacity demands on schools as the proposed Specific Plan. Therefore, this alternative would result in fewer impacts related to public services.

The Reduced Development Alternative would result in fewer demands on park and recreational facilities because it would not result in as large of an additional population as the proposed Specific Plan. Therefore, this alternative would result in fewer impacts on park and recreational resources than the proposed Specific Plan.

Traffic

The Reduced Development Alternative would result in 208 fewer residential units and 72,284 fewer square feet of non-residential space at build out. Therefore, fewer traffic trips would be generated from this alternative than the proposed specific plan. Even though growth the Reduced Development Alternative would be less than the proposed Specific Plans, similar roadway improvements would need to be implemented as described in Mitigation Measures TRAF-1 through TRAF-3. Under both scenarios operational traffic impacts would be mitigated to a less than significant level; however, the Reduced Development Alternative would result in fewer traffic-related less than significant impacts than the proposed Specific Plan due to the reduction in build out.

Utilities and Service Systems

Alternative 3, the Reduced Development Alternative, would develop 208 fewer residential units and 72,284 square feet less of non-residential space than the proposed Specific Plan. As described

above, the reduced density of development that would occur by this alternative would not result in the need to improve the water line on Bogart Avenue, between Clark Street and Ramona Boulevard, which is included in the proposed Specific Plan.

Likewise, because the residential and worker population would not increase to the same degree under this alternative, as would occur by the proposed Specific Plan, less utility capacity would be required to serve the Downtown area at build out. In addition to water supply demands, wastewater generation and landfill capacity needs would be less than what would occur by the proposed Specific Plan. Therefore, this alternative would result in fewer less than significant impacts compared to the proposed Specific Plan.

Conclusion

Alternative 3, the Reduced Development Alternative, would reduce the overall increase in maximum development allowed under the proposed Specific Plan by 25 percent. Build out of the proposed Specific Plan would result in an increase of 833 residential units and 289,135 square feet of non-residential development. Alternative 3 would develop 208 fewer residential units and 72,284 less square feet of non-residential space than the proposed Specific Plan. This alternative would provide an Arts Park, active storefronts, pedestrian nodes with amenities such as street furniture, and lighting. In addition, this alternative would implement all of the circulation improvements included in the proposed Specific Plan.

The environmental impacts from the Reduced Development Alternative would be less than the proposed Specific Plan in the areas of operational air quality, greenhouse gasses, hazardous materials, operational noise, population and housing, public services and recreation, transportation and traffic, and utilities. The Reduced Specific Plan Area Alternative would have similar impacts related to aesthetics, construction related air quality, cultural resources, hydrology, water quality, construction noise. The Reduced Specific Plan Area Alternative would have greater impacts related to land use and planning than the proposed Specific Plan. Additionally, the Reduced Specific Plan Area Alternative would not reduce the significant and unavoidable construction air quality and noise impacts of the proposed Specific Plan to a less than significant level.

Because this alternative would require less dense residential development near the Metrolink Station compared to the proposed Specific Plan, it would not maximize the potential for TOD development within the Downtown area and would be less consistent with the SCAG policies that encourage maximizing opportunities related to TOD and less dependence on the automobile. The objectives of the proposed Specific Plan including increasing housing densities within walking distance of the Metrolink station. The Reduced Development Alternative would implement that objective; however, to a lesser degree than the proposed Specific Plan.

4.3 Environmentally Superior Alternative

Table 4-4 compares the environmental impacts of the alternatives relative to the proposed project. None of the alternatives would reduce the significant and unavoidable construction related air quality and noise impacts of the proposed Specific Plan to a less than significant level,

although significant impacts would likely be reduced in degree under both alternatives because less development would occur under each. Alternative 3, the Reduced Development Alternative, would reduce the proposed Plan's significant impacts to a greater extent because it represents the least amount of development spread over a larger area than Alternative 2, the Reduced Specific Plan Area Alternative. Compared to the proposed project and the alternatives analyzed in this EIR, the Reduced Development Alternative is considered the environmentally superior alternative because it would reduce project-related impacts for eight environmental issue areas and achieve the majority of project objectives.

However, as described above, Alternative 3, the Reduced Development Alternative would not achieve the objectives of the Specific Plan to the same degree as the proposed Specific Plan. The reduced density and less mixed use development near the near the Metrolink Station compared to the proposed Specific Plan, would not maximize the potential for TOD development within the Downtown area and would be less consistent with the SCAG policies that encourage maximizing opportunities related to TOD and less dependence on the automobile. The objectives of the proposed Specific Plan including increasing housing densities and commercial/retail employment generating uses within walking distance of the Metrolink station. The Reduced Development Alternative would implement that objective; however, to a lesser degree than the proposed Specific Plan.

TABLE 4-4
COMPARISON OF ALTERNATIVES TO PROPOSED SPECIFIC PLAN PROJECT

	Project Impacts	Alternative 1 No Project (Build-out According to Existing Zoning)	Alternative 2 Reduced Specific Plan Area	Alternative 3 Reduced Development Alternative
Aesthetics	Less than Significant	Greater	Similar	Similar
Air Quality (construction/operation)	Significant and Unavoidable/Less than Significant	Similar/Less	Similar/Less	Similar/Less
Cultural Resources	Less than Significant	Similar	Similar	Similar
Greenhouse Gases	Less than Significant	Less	Less	Less
Hazards and Hazardous Materials	Less than Significant	Similar	Similar	Less
Hydrology/Water Quality	Less than Significant	Greater	Similar	Similar
Land Use/Planning	Less than Significant	Greater	Greater	Greater
Noise (construction/operation)	Significant and Unavoidable/Less than Significant	Similar/Less	Similar/Less	Similar/Less
Population/Housing	Less than Significant	Similar	Less	Less
Public Services and Recreation	Less than Significant	Less	Less	Less
Transportation/Traffic	Less than Significant	Less	Similar	Less
Utilities/Service Systems	Less than Significant	Less	Less	Less
Reduce Significant Impacts?	-	No	No	No
Meets Project Objectives?	-	No	Mostly	Mostly

CHAPTER 5
Other CEQA Considerations

This section provides an evaluation of environmental impacts required by CEQA that are not covered within the other sections of this EIR. The other CEQA considerations include environmental effects that were found not to be significant, growth-inducing impacts, significant irreversible environmental changes that would be caused by the proposed Specific Plan, and significant and unavoidable adverse impacts.

5.1 Direct and Indirect Growth Inducement

The *CEQA Guidelines* (Section15126.2(d)) requires that an EIR evaluate the growth-inducing impacts of a proposed action. Section 15126.2(d) calls for the EIR to:

> *Discuss the way in which a proposed project could foster economic or population growth, or the construction of additional housing, either directly or indirectly, in the surrounding environment. Included in this are projects which would remove obstacles to population growth (a major expansion of a reclaimed water treatment plant might, for example, allow for more construction in service areas). Increases in the population may tax existing community service facilities, requiring construction of new facilities that could cause significant environmental effects. Also discuss the characteristic of some projects which may encourage and facilitate other activities that could significantly affect the environment, either individually or cumulatively. It must not be assumed that growth in any area is necessarily beneficial, detrimental, or of little significance to the environment.*

Growth inducement can occur through capital investment in new economic opportunities from both public and private entities. The nature of the resulting growth (i.e., the location, size and type of the development) is also typically the result of numerous factors including local government planning, availability of public services, natural resources, the economic conditions as well as local political and environmental concerns. Consequently, these factors can have an important role in determining the extent of a project's potential growth-inducing impacts.

Growth inducement may constitute an adverse impact if the growth is not consistent with or accommodated by the land use plans and growth management plans and policies for the area affected. Local land use plans provide for land use development patterns and growth policies that allow for the orderly expansion of urban development supported by adequate urban public services, such as water supply, roadway infrastructure, sewer service, and solid waste service. A project that would induce growth (conflict with the local land use plans) could indirectly cause additional adverse environmental impacts and other public services impacts (i.e, expansion or construction of public service facilities). Additionally, significant growth impacts could also

occur if the project provides infrastructure or service capacity to accommodate growth levels beyond those permitted by local or regional plans and policies Thus, to assess whether a growth-inducing project would result in adverse secondary effects, it is important to assess the degree to which the growth accommodated by a project would or would not be consistent with applicable land use plans.

Additionally, growth-inducing potential of a project would be considered significant if it stimulates human population growth or a population concentration above what is assumed in local and regional land us plans, or in projections made by regional planning authorities.

As discussed below, this analysis evaluates whether the proposed project will directly or indirectly induce economic, population, or housing growth in the surrounding environment

Direct Growth Inducing Impacts

Direct growth would result if a project, for example, involves construction of new housing or commercial development. A project that is determined to be growth inducing can result in subsequent environmental effects as a result of such growth. Additionally, a project would directly induce growth if it would remove barriers to population growth such as a change to a jurisdiction's general plan and zoning ordinance, which allows new residential development to occur. The proposed Specific Plan project would result in adoption of a General Plan Amendment and changes in zoning to allow for a higher density development than currently exists and create transit-orientated development. The proposed Specific Plan would provide for increase of approximately 833 residential, which is anticipated to increase the City of Baldwin Park's population by approximately 3,665; and approximately 289,135 square feet of non-residential employment generating uses that would create 755 employment opportunities by build out of the Specific Plan in 2035. This would result in an increase in demand for fire protection and emergency response, police protection, and schools. As discussed in Section 3.10, *Public Services*, the proposed Specific Plan would increase the population within the Specific Plan area over the next 20 years, requiring increased public service requirements.

In addition to increasing public service requirements, which provide for employment, the Specific Plan would provide new employment opportunities to temporary construction workers, restaurant workers, commercial vendors, retail support services, and office workers. Many of these employees are already present in the region, living in Baldwin Park, surrounding cities, and in other places in the region. Most communities in region are "bedroom" communities where the majority of land is used for single-family homes, large condominium complexes, townhomes, and multi-family apartment complexes. Retail uses in the Specific Plan region are often provided in shopping malls, small shops, or along commercial corridors (such as in Baldwin Park). Additionally, commercial office space and light industry are often found in office and industrial parks or in one- to two-story buildings and an occasional high-rise building (over four stories), which are typically separated from residential areas. Therefore, due to the nature of these suburban communities' residents tend to commute to employment centers such as Los Angeles and drive to schools, parks, shopping, and entertainment.

Although the proposed Specific Plan would introduce approximately 3,665 residents to the plan area, it would not exceed the estimated projections on which the City has based plans related to provision of public services, utilities, and other amenities to maintain the current quality of life it provides its residents. The 833 additional residential units that would be generated from the proposed Specific Plan would help accommodate the additional population rather than induce population growth since the City has projected future population growth and additional service amenities to accommodate this growth. In addition, build out of the Specific Plan is anticipated to generate 755 employment opportunities that would provide a jobs-to-housing balance between the residential uses that would be implemented by the Specific Plan. Additionally, by providing for commercial and mixed use development, the proposed Specific Plan would, by itself, be able to respond to the demand for additional housing, goods, and services.

As described in Section 3.9, *Population and Housing*, the growth anticipated by SCAG's projections can accommodate the increases in population, housing, and jobs anticipated by 2035 at full build out of the proposed Specific Plan. The population at build out is a conservative estimate because it assumes that the maximum number of residential units allowed under the Specific Plan would be constructed and that full occupancy (no vacancy) would occur. This growth could result in environmental effects, as noted throughout this EIR, including increases in traffic. However, the introduction TOD near the existing Metrolink Station would reduce the effects of growth by reducing vehicle trips and time spent commuting outside of the City or to other parts of the region for employment. Although the proposed Specific Plan project would result in growth-inducing impacts, these impacts would be self-contained, and conform to regional and local policies for sustainable growth.

Indirect Growth-Inducing Impacts

A project would indirectly induce growth if it would increase the capacity of infrastructure in an area in which the public service currently meets demand. Examples would be increasing the capacity of local utilities or roadway improvements beyond that needed to meet existing demand.

Build out of the proposed Specific Plan would require existing six-inch water line on Bogart Avenue that runs from Clark Street to Ramona Boulevard to be upgraded to an eight-inch line. This would improve the local infrastructure that is currently serving the adjacent development and would not, for example, include construction of a transmission main that would import more water, local water treatment plant, a reservoir for the new anticipated water demand, or provide water services to unserved areas. Because the water line improvement would only enhance service to adjacent development and not provide water service to areas that are currently not served, improvement of the water line would not result in any indirect growth inducing impacts.

The Specific Plan would also implement roadway improvements and pedestrian linkages to support the planned TOD, which is designed to centralize population and employment growth so that growth over time is sustainable, and does not, for example, add to sprawl or congestion on freeways or overcrowding within the City and region. These improvements do not add additional roadways, lanes, or extend roadways to areas not served by vehicular traffic, in a manner that would increase capacity, such that growth would occur. The improvements proposed by the

Specific Plan would enhance circulation to provide for multi-modal transportation. Overall, the transportation improvements would result in less than significant indirect growth inducing impacts.

5.2 Significant Irreversible Environmental Changes

CEQA Guidelines Section 15126.2(c) requires a discussion of significant irreversible environmental changes from the proposed Specific Plan should it be implemented. Project construction and operation would result in an irretrievable loss of, and irreversible commitment of, natural resources. The Specific Plan is located in an existing urbanized area, but would require the commitment of resources such as lumber and steel to construct the infill development. Development projects that would be implemented by the Specific Plan would involve construction and operation that would use fossil fuels and other natural materials, such as wood and metals. Construction and operation of infill developments would also emit pollution into the air, from construction machines and vehicles, and from vehicles traveling to and from each infill development project during operation. These developments would also consume fossil fuels (petroleum and natural gas), and electricity generated by fossil fuels and other non-renewable resources during operation. As described throughout this EIR, the Specific Plan would implement a TOD in such a manner that would reduce vehicle trips, and encourage pedestrian and bicycle circulation. In addition, development projects that would be implemented by the Specific Plan would be required to comply with federal, state, and local requirements (described within each environmental resource section), such as Title 24 requirements and low impact development requirements that would reduce the irretrievable loss of, and irreversible commitment of, natural resources. As a result, implementation of the Specific Plan would result in less than significant impacts related to significant irreversible environmental changes.

5.3 Significant Unavoidable Impacts

As required by *CEQA Guidelines* Section 15126.2(b), an EIR must describe any significant impacts that cannot be avoided, including those impacts that can be mitigated but not reduced to a less than significant level. Section 3, *Environmental Setting, Impacts and Mitigation Measures* of this EIR describes the potential environmental impacts of the Specific Plan and recommends mitigation measures to reduce impacts, where necessary. As discussed in this EIR, implementation of the proposed Specific Plan would result in significant impacts to air quality and short-term construction related noise impacts that cannot be mitigated to less than significant levels and, therefore, are considered significant and unavoidable impacts. These unavoidable adverse impacts would require a Statement of Overriding Considerations if the proposed Specific Plan is to be approved by the City.

CHAPTER 6
Report Preparation

Lead Agency

City of Baldwin Park

Amy L. Harbin, AICP City Planner

Specific Plan Consultant

Arroyo Group

Jean Ward

Larry Morrison

Traffic and Transportation Consultant

The Mobility Group

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EIR Consultants

ESA

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Kelly Ross
Linda Uehara
Terrance Wong

Metis Environmental Group

Lloyd Zola, Project Director

Appendix A
Initial Study, Notice of Preparation, NOP Mailing List, and Scoping Comments

CITY OF BALDWIN PARK
DOWNTOWN TOD SPECIFIC PLAN
INITIAL STUDY

Prepared for
City of Baldwin Park
Community Development
Department

December 2014

CITY OF BALDWIN PARK
DOWNTOWN TOD SPECIFIC PLAN
INITIAL STUDY

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City of Baldwin Park
Community Development
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130953

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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

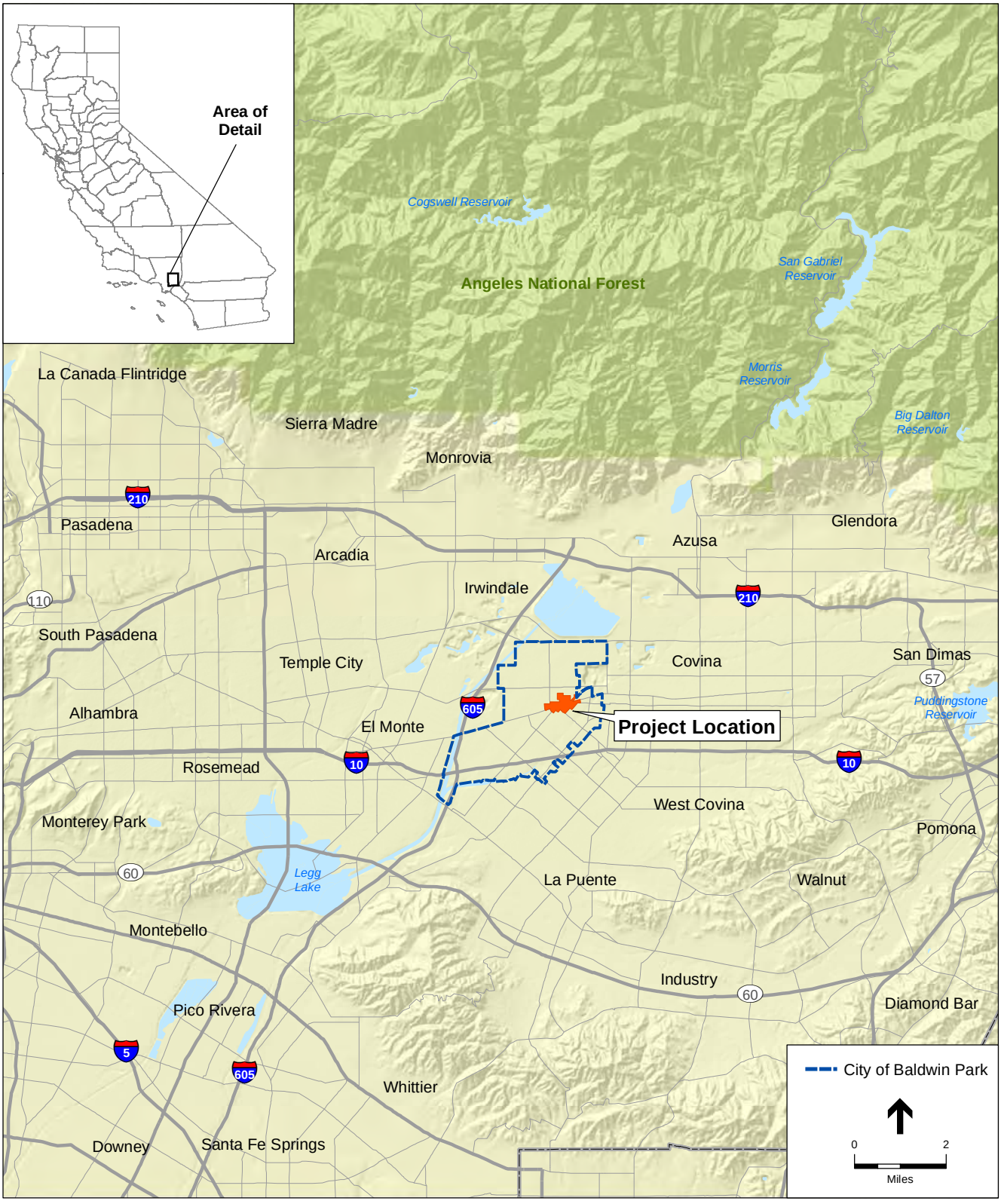
Residential, Mixed Use, Open Space, Public Facilities **(Figure 3, Existing General Plan Designations)**

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.

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Figure 1

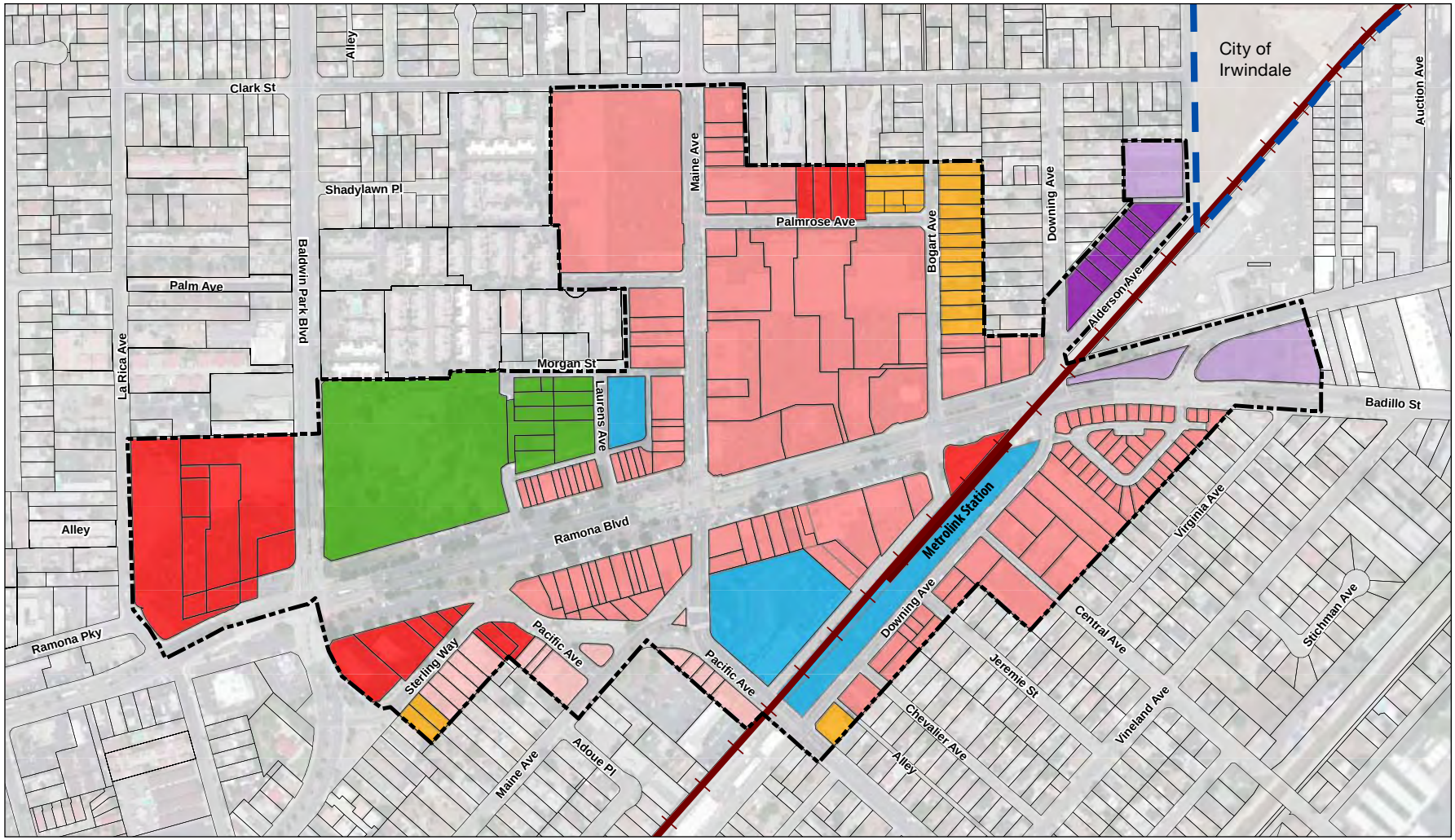
Regional Location



SOURCE: City of Baldwin Park

Baldwin Park Downtown TOD Specific Plan Initial Study . 130953

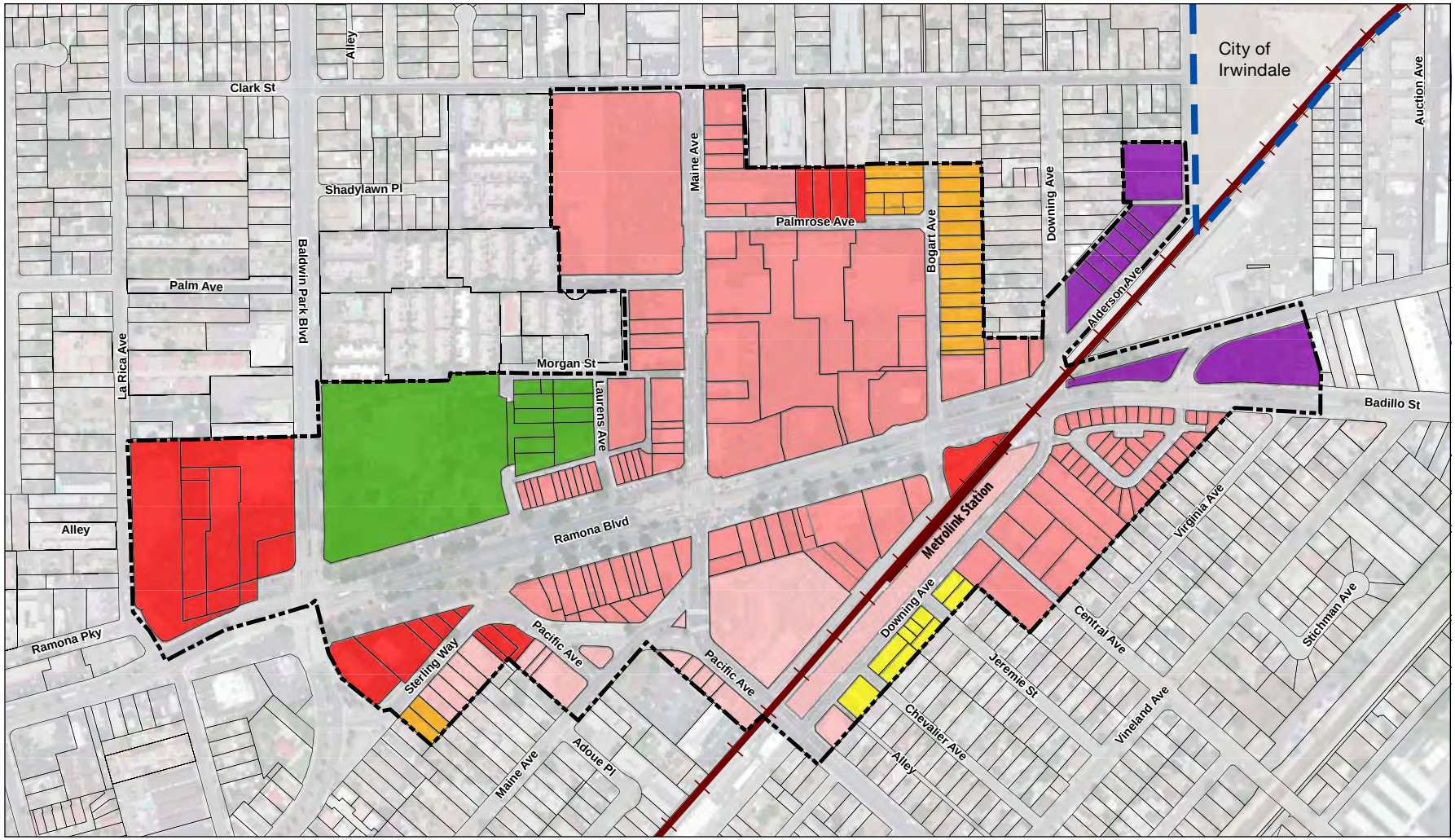
Figure 2
Project Location



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



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

Baldwin Park Downtown TOD Specific Plan Initial Study . 130953

Figure 4
Existing Zoning Designations

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

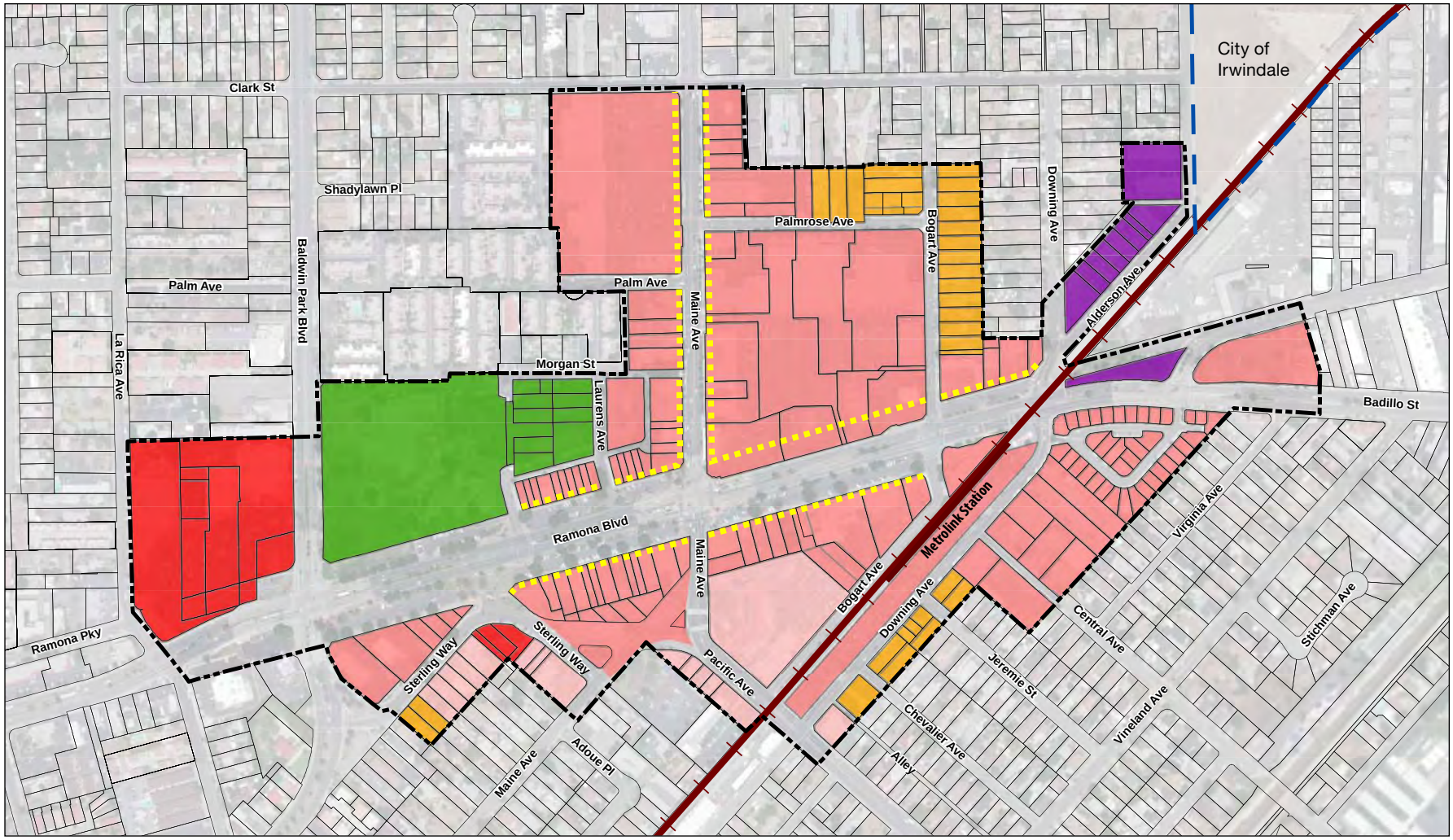
	Residential Units	Non-Residential (SF)
Buildout of Specific Plan Zoning	934	1,175,673
Existing Development	101	886,538
Total Increase	**833**	**289,135**

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.



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.

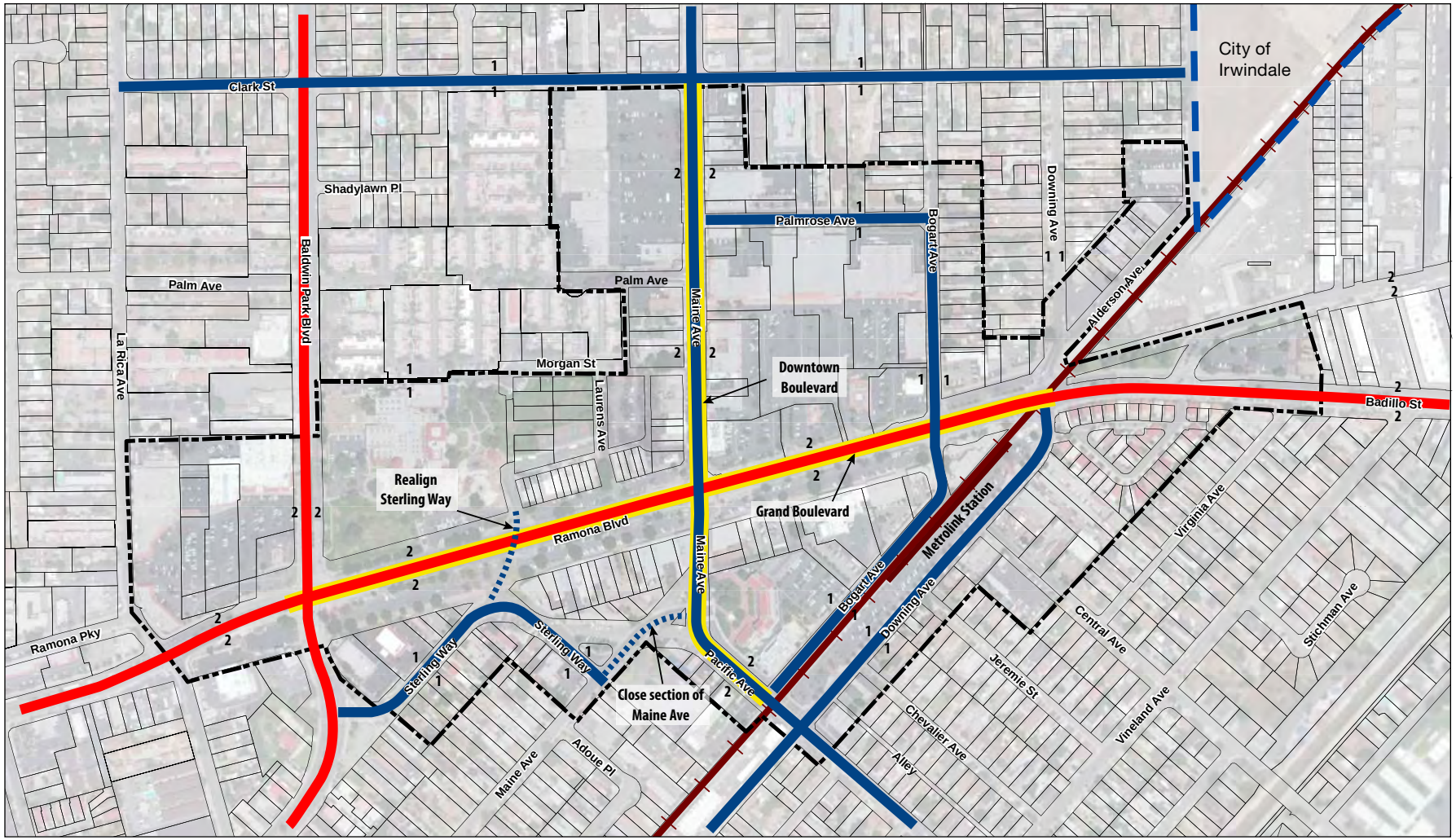
Ramona Boulevard: The public right-of-way areas containing diagonal parking (or parking bays) along Ramona Boulevard would be reconfigured. One row of diagonal parking comprising approximately 150 spaces would be removed, and the sidewalks would be widened. The row of diagonal parking adjacent to the 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.



SOURCE: City of Baldwin Park

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Figure 6
Proposed Circulation System

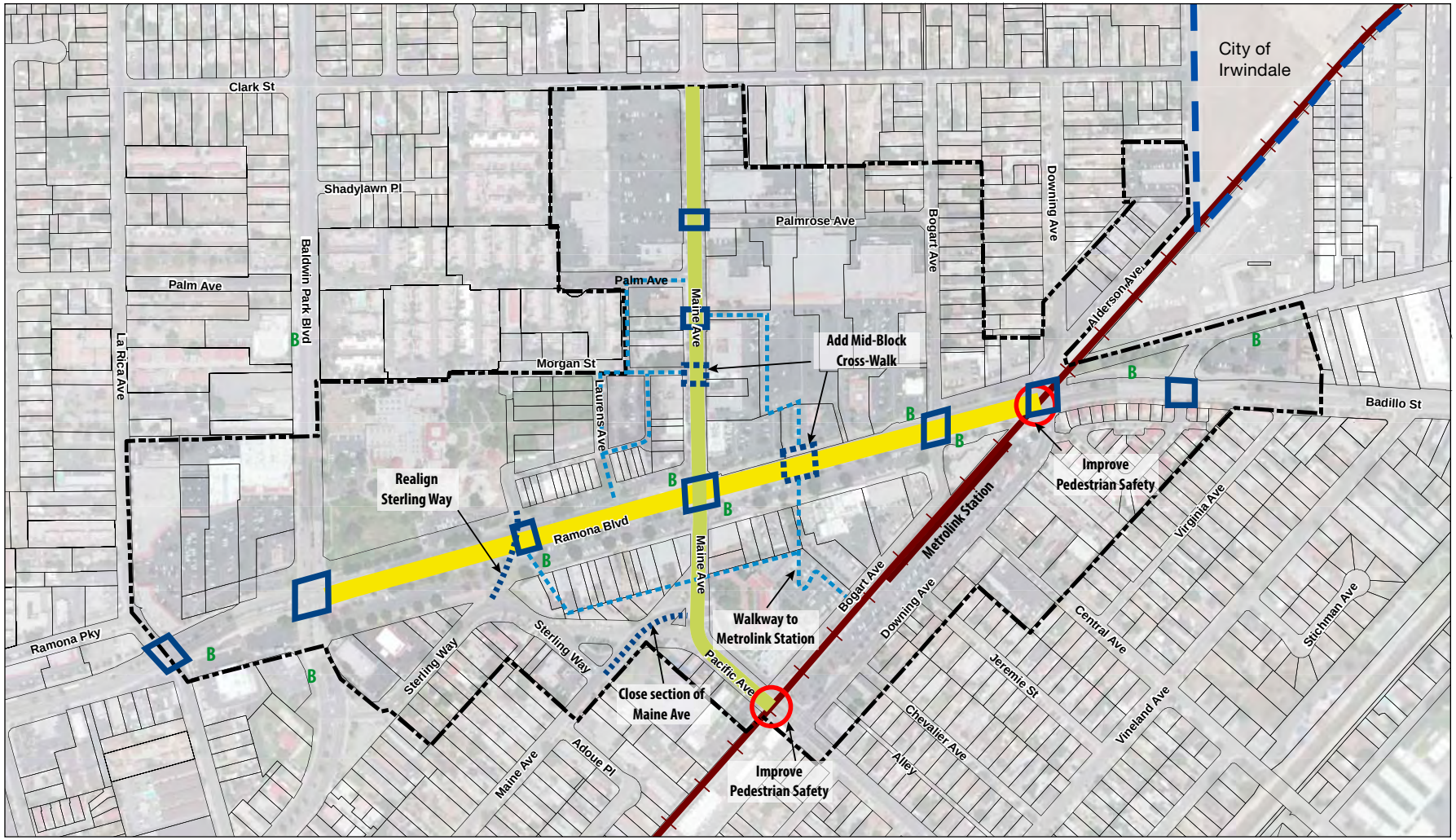
- **Metrolink Facilities:** The Specific Plan would install full quad-gate crossings that extend across the entire street (unlike the current half gates that only extend across half the street) on Pacific Avenue west of the Metrolink Station, and on Downing Avenue east of the station. The full quad gates 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.

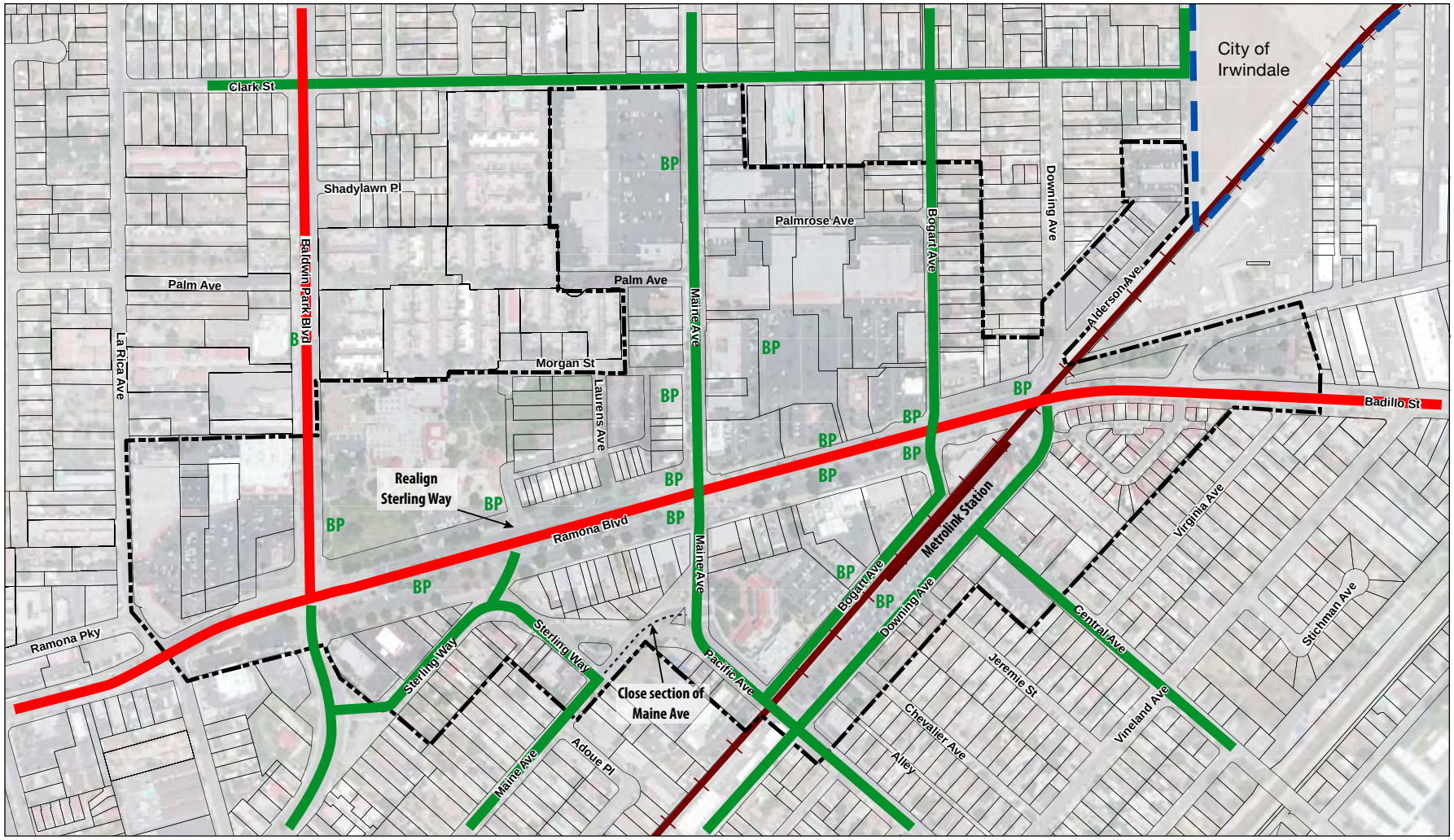
Bicycle parking facilities would be provided at numerous locations around downtown to facilitate the use of bicycles. General planned bicycle parking facility locations are shown in Figure 8, and include areas at the Metrolink Station, major bus stops, mid-block locations, and major commercial destinations.



SOURCE: City of Baldwin Park

Baldwin Park Downtown TOD Specific Plan Initial Study . 130953

Figure 7
Proposed Pedestrian Network



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.

☒ Aesthetics	☐ Agriculture and Forestry Resources	☒ Air Quality
☐ Biological Resources	☒ Cultural Resources	☒ Geology, Soils and Seismicity
☒ Greenhouse Gas Emissions	☒ Hazards and Hazardous Materials	☒ Hydrology and Water Quality
☒ Land Use and Land Use Planning	☐ Mineral Resources	☒ Noise
☒ Population and Housing	☒ Public Services	☒ Recreation
☒ Transportation and Traffic	☒ Utilities and Service Systems	☒ 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.

Amy L. Harbin — Signature

12/23/14 — Date

Amy L. Harbin — Printed Name

City of Baldwin Park — For

Environmental Checklist

Aesthetics

Issues (and Supporting Information Sources):	*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporation*	*Less Than Significant Impact*	*No Impact*
1. AESTHETICS — Would the project:				
a) Have a substantial adverse effect on a scenic vista?	☒	☐	☐	☐
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	☐	☐	☐	☒
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	☒	☐	☐	☐
d) Create a new source of substantial light or glare which would adversely affect daytime or nighttime views in the area?	☒	☐	☐	☐

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

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

Discussion

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

Issues (and Supporting Information Sources):	*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporation*	*Less Than Significant Impact*	*No Impact*
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?	☒	☐	☐	☐
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	☒	☐	☐	☐
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)?	☒	☐	☐	☐
d) Expose sensitive receptors to substantial pollutant concentrations?	☒	☐	☐	☐
e) Create objectionable odors affecting a substantial number of people?	☐	☐	☒	☐

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 (PM_{10} 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 (NOx) 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 (PM_{10} 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

Issues (and Supporting Information Sources):		*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporation*	*Less Than Significant Impact*	*No Impact*
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?	☐	☐	☐	☒
b)	Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	☐	☐	☐	☒
c)	Have a substantial adverse effect on 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?	☐	☐	☐	☒
d)	Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	☐	☐	☐	☒
e)	Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☐	☐	☒
f)	Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	☐	☐	☐	☒

Discussion

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 (CNDDB) (CNDDB, 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

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

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

Issues (and Supporting Information Sources):	*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporation*	*Less Than Significant Impact*	*No Impact*
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.)	☐	☐	☐	☒
ii) Strong seismic ground shaking?	☐	☐	☒	☐
iii) Seismic-related ground failure, including liquefaction?	☐	☐	☐	☒
iv) Landslides?	☐	☐	☐	☒
b) Result in substantial soil erosion or the loss of topsoil?	☒	☐	☐	☐
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?	☐	☐	☒	☐
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	☐	☐	☒	☐
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?	☐	☐	☐	☒

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 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.

CDOC. 1998. Seismic Hazard Zone Report for the Baldwin Park 7.5-Minute Quadrangle, Los Angeles County, California. Accessed at http://gmw.consrv.ca.gov/shmp/download/quad/BALDWIN_PARK/reports/baldp_eval.pdf 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.

Jennings, C.W., *Fault Activity Map of California and Adjacent Areas*, California Geological Survey (formerly California Division of Mines and Geology) Data Map No. 6, 1:750,000, 1994.

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

Issues (and Supporting Information Sources):	*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporation*	*Less Than Significant Impact*	*No Impact*
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?	☒	☐	☐	☐
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	☒	☐	☐	☐

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 (CO_2), methane (CH_4), nitrous oxide (N2O), sulfur hexafluoride (SF_6), 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

Issues (and Supporting Information Sources):	*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporation*	*Less Than Significant Impact*	*No Impact*
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?	☒	☐	☐	☐

Issues (and Supporting Information Sources):	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	☒	☐	☐	☐
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☒	☐	☐	☐
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	☒	☐	☐	☐
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	☐	☐	☐	☒
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?	☐	☐	☐	☒
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☒	☐
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?	☐	☐	☐	☒

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

Issues (and Supporting Information Sources):	*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporation*	*Less Than Significant Impact*	*No Impact*
9. HYDROLOGY AND WATER QUALITY — Would the project:				
a) Violate any water quality standards or waste discharge requirements?	☒	☐	☐	☐

Issues (and Supporting Information Sources):		*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporation*	*Less Than Significant Impact*	*No Impact*
b)	Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	☒	☐	☐	☐
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?	☒	☐	☐	☐
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?	☐	☐	☒	☐
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?	☐	☐	☒	☐
f)	Otherwise substantially degrade water quality?	☒	☐	☐	☐
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?	☐	☐	☐	☒
h)	Place within a 100-year flood hazard area structures that would impede or redirect flood flows?	☐	☐	☐	☒
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?	☐	☐	☒	☐
j)	Expose people or structures to a significant risk of loss, injury or death involving inundation by seiche, tsunami, or mudflow?	☐	☐	☐	☒

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

Issues (and Supporting Information Sources):	*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporation*	*Less Than Significant Impact*	*No Impact*
10. LAND USE AND LAND USE PLANNING — Would the project:				
a) Physically divide an established community?	☐	☐	☐	☒
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?	☒	☐	☐	☐
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?	☐	☐	☐	☒

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

Issues (and Supporting Information Sources):	*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporation*	*Less Than Significant Impact*	*No Impact*
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?	☐	☐	☐	☒
b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	☐	☐	☐	☒

Discussion

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

Issues (and Supporting Information Sources):	*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporation*	*Less Than Significant Impact*	*No Impact*
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?	☒	☐	☐	☐
b) Result in exposure of persons to, or generation of, excessive groundborne vibration or groundborne noise levels?	☒	☐	☐	☐
c) Result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	☒	☐	☐	☐
d) Result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	☒	☐	☐	☐

Issues (and Supporting Information Sources):	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
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?	☐	☐	☐	☒
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?	☐	☐	☐	☒

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 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>.

Population and Housing

Issues (and Supporting Information Sources):	*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporation*	*Less Than Significant Impact*	*No Impact*
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)?	☒	☐	☐	☐
b) Displace substantial numbers of existing housing units, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒

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

Issues (and Supporting Information Sources):	*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporation*	*Less Than Significant Impact*	*No Impact*
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?	☒	☐	☐	☐
ii) Police protection?	☒	☐	☐	☐
iii) Schools?	☒	☐	☐	☐
iv) Parks?	☒	☐	☐	☐
v) Other public facilities?	☒	☐	☐	☐

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

Issues (and Supporting Information Sources):	*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporation*	*Less Than Significant Impact*	*No Impact*
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?	☒	☐	☐	☐
b) Include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment?	☒	☐	☐	☐

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

Issues (and Supporting Information Sources):	*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporation*	*Less Than Significant Impact*	*No Impact*
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?	☒	☐	☐	☐
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?	☒	☐	☐	☐
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?	☐	☐	☐	☒
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☐	☒	☐
e) Result in inadequate emergency access?	☐	☐	☒	☐
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?	☐	☐	☐	☒

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

Issues (and Supporting Information Sources):	*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporation*	*Less Than Significant Impact*	*No Impact*
17. UTILITIES AND SERVICE SYSTEMS — Would the project:				
a) Conflict with wastewater treatment requirements of the applicable Regional Water Quality Control Board?	☒	☐	☐	☐
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?	☒	☐	☐	☐
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?	☒	☐	☐	☐
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	☒	☐	☐	☐
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?	☒	☐	☐	☐
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	☒	☐	☐	☐
g) Comply with federal, state, and local statutes and regulations related to solid waste?	☒	☐	☐	☐

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

Issues (and Supporting Information Sources):	*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporation*	*Less Than Significant Impact*	*No Impact*
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?	☒	☐	☐	☐
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)?	☒	☐	☐	☐
c) Have environmental effects that would cause substantial adverse effects on human beings, either directly or indirectly?	☒	☐	☐	☐

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.

NOTICE OF PREPARATION OF ENVIRONMENTAL IMPACT REPORT

Pursuant to the California Environmental Quality Act (CEQA), the City of Baldwin Park (City) will be the Lead Agency and will prepare an Environmental Impact Report (EIR) for the proposed Downtown Transit Oriented Development (TOD) Specific Plan. This Notice of Preparation (NOP) is being distributed to solicit the views of the public and public agencies as to the scope and content of the environmental information relevant to the agency's statutory responsibilities when considering a permit or other approval for the project.

Due to the time limits mandated by state law, a written response to this NOP must be sent no later than 30 days after receipt of this NOP. Please send a written response to this NOP so that it is received no later than **Thursday, February 5, 2015 at 5:00 p.m**. to:

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

or via e-mail to: AHarbin@baldwinpark.com

PROJECT TITLE: **Downtown TOD Specific Plan**

PROJECT AREA: The Specific Plan area is approximately 115 acres in size, and located in the downtown commercial area of the City, which is centered around the Ramona Boulevard/Maine Avenue Intersection near Baldwin Park City Hall and the Metrolink Station, which is located at the Bogart Avenue/Ramona Boulevard Intersection. A location map is attached, which shows the boundaries of the proposed Specific Plan. The Specific Plan Area includes publicly and privately-owned properties, as well public streets and rights of way.

PROJECT APPLICANT: City of Baldwin Park

The Lead Agency anticipates the preparation of an EIR for the proposed Specific Plan project. A project description and a list of environmental issues that will be addressed in the EIR are attached hereto as Attachment A.

December 29, 2014

Amy L. Harbin, AICP, City Planner

ATTACHMENT A
PROJECT DESCRIPTION

The proposed Downtown Transit Oriented Development (TOD) Specific Plan is a City-initiated, Metro grant-funded planning project that would guide future TOD in the Specific Plan area. The proposed Specific Plan provides for a mix of residential, employment, retail, and public uses in the downtown area and would guide future development to create a transit-oriented environment that is proximate to the Metrolink Station and would improve access to various modes of transportation, including transit, walking and bicycling.

The proposed Specific Plan identifies sites that are underutilized and have the potential for redevelopment, infill development, and/or adaptive reuse to better serve the downtown area. The proposed Specific Plan would rezone areas to facilitate the TOD infill development envisioned by the Specific Plan. The proposed Specific Plan includes development standards that 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 to be up to 50 feet high and would result in increased density/intensity of development.

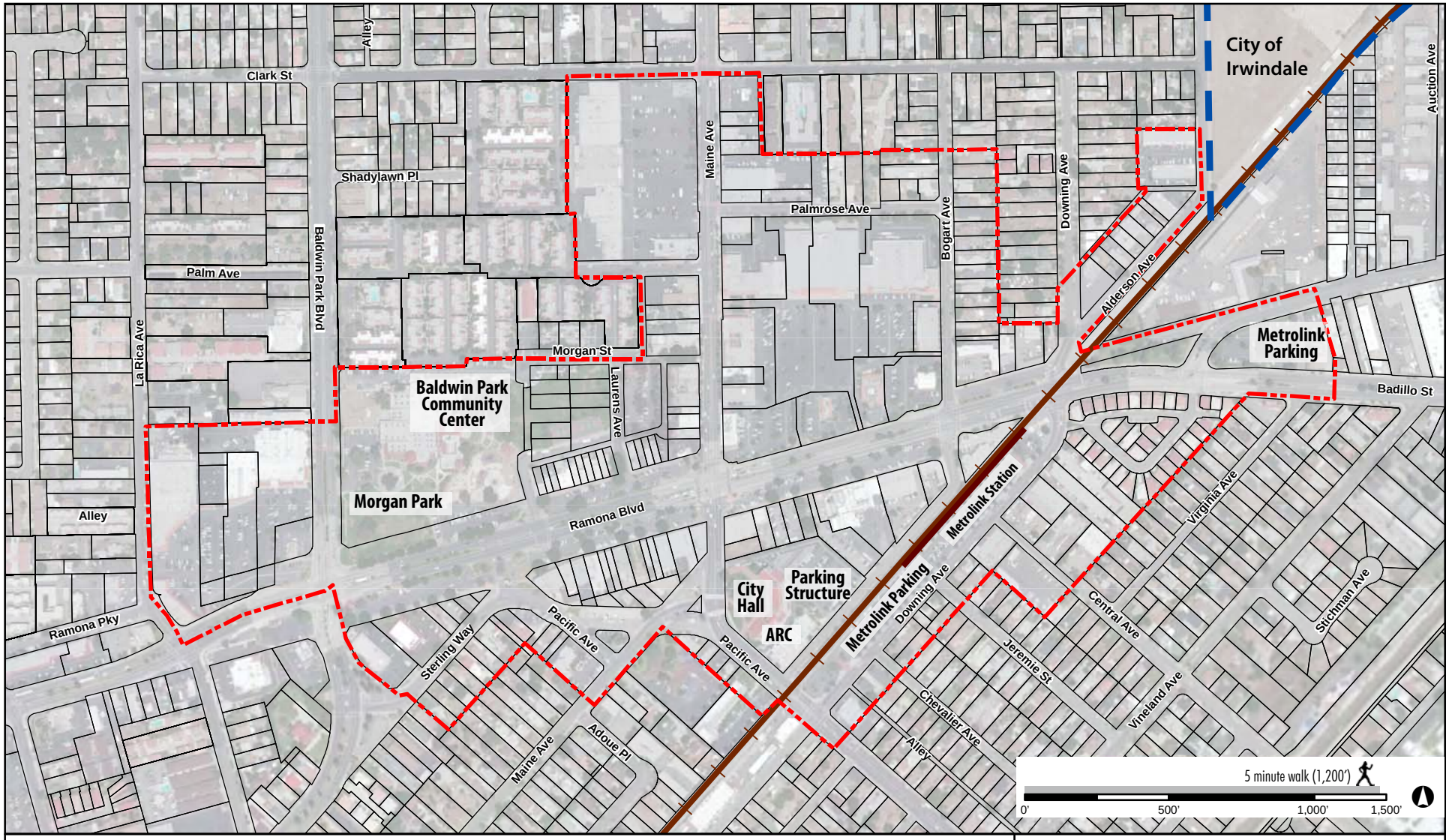
The proposed Specific Plan also includes planned improvements to the existing six-inch water line on Bogart Avenue from Clark Street to Ramona Boulevard and various circulation improvements to enhance access, circulation, and walkability within the Specific Plan area.

POTENTIAL ENVIRONMENTAL EFFECTS

The City has determined that an EIR is required for the proposed Specific Plan project. Based on Appendix G of the *CEQA Guidelines*, and subject to input received during the NOP and public scoping process, it is anticipated that the EIR will address the following environmental issues:

- Aesthetics
- Air quality
- Cultural resources
- Geology, soils and seismicity
- Greenhouse gas emissions
- Hazards and hazardous materials
- Hydrology and water quality
- Land use and planning
- Noise
- Population and housing
- Public services
- Recreation
- Transportation and traffic
- Utilities and service systems
- Growth inducement
- Cumulative Impacts

The EIR will include mitigation measures for potentially significant impacts as well as a discussion of the proposed Specific Plan's compatibility with applicable adopted regulatory documents.



Project Boundary

City Boundary

MetroLink San Bernardino Line

Specific Plan Area

DOWNTOWN TOD SPECIFIC PLAN

Metro

Executive Officer
Regional Water Quality Control Board
Los Angeles Region
320 W. 4th Street, Suite 200
Los Angeles, CA 90013

SCAG Intergovernmental Review
818 West 7th Street, 12th Floor
Los Angeles, CA 90017

Valley County Water District
Lynda Noriega, General Manager
14521 Ramona Boulevard
Baldwin Park, CA 91706

State Clearinghouse
Governor's Office of Planning and Research
P. O. Box 3044
Sacramento, CA 95812

South Coast Air Quality Management District
21865 E. Copley Drive
Diamond Bar, CA 91765-2000

Suburban Water Systems
2235 E. Garvey Avenue North, Unit A
West Covina, CA 91791

Waste Management
13940 E. Live Oak Avenue
Baldwin Park, CA 91706

County of Los Angeles
Department of Public Works
Planning Division
900 South Fremont Avenue
Alhambra, CA 91803

Baldwin Park Public Library
4181 Baldwin Park Boulevard
Baldwin Park, CA 91706

Baldwin Park Unified School District
3699 Holly Avenue
Baldwin Park, CA 91706

Los Angeles County Dept. of Regional Planning
320 W. Temple Street
Los Angeles, CA 90012

LA County Fire Department, Fire Station No. 29
Station Captain
14334 E. Los Angeles Street
Baldwin Park, CA 91706

Upper San Gabriel Valley Municipal Water District
602 E. Huntington Drive, Suite B
Monrovia, CA 91016

Los Angeles County Metropolitan Transportation Authority
Environmental Document Review
One Gateway Plaza
P.O. Box 194
Los Angeles, CA 90053

Los Angeles County Department of Animal Care and Control
4275 N. Elton
Baldwin Park, CA 91706

Metrolink
PO Box 531776
Los Angeles, CA 90053-1776

U.S. Postal Service
4230 Maine Avenue
Baldwin Park, CA

U.S. Environmental Protection Agency
Southern California Field Office
600 Wilshire Blvd., Suite 1460
Los Angeles, CA 90017

City of Irwindale Planning Department
Attn: Gus Romo, Community Development Director
5050 North Irwindale Avenue
Irwindale, CA 91706

City of West Covina Planning Department
Jeff Anderson, Planning Director
1444 West Garvey Avenue
West Covina, CA 91790

US Army Corps of Engineers
Los Angeles District
915 Wilshire Blvd., Suite 980
Los Angeles, CA 90017

County of Los Angeles Regional Planning Dept.
Hall of Records
320 West Temple Street
Los Angeles, CA 90012

County Sanitation Districts of Los Angeles
1955 Workman Mill Road
Whittier, CA 90601

Southern California Edison
1440 S. California Avenue
Monrovia, CA 91016

City of Azusa Planning Department
Attn: Kurt Christiansen Community Development Director
City Hall West Wing
213 E. Foothill Boulevard
Azusa, CA 91702

Valley View Mutual Water District
General Manager
13840 Los Angeles Street
Baldwin Park, CA 91706

Verizon Telephone
5010 Azusa Canyon Rd.
Irwindale, CA 91706

Main San Gabriel Basin Watermaster
725 N. Azusa Avenue
Azusa, CA 91702

San Gabriel Basin Water Quality Authority
1720 W. Cameron Ave.
West Covina, CA

The Gas Company
950 W. Todd Avenue
Azusa, CA 91702

City of La Puente
City Planner
15900 E. Main Street
La Puente, CA 91744-4719

City of Duarte
City Planner
1600 Huntington Drive
Duarte, CA 91010

Time Warner Cable
15255 Salt Lake Avenue
Industry, CA 91745

City of El Monte
Planning Services Manager
11333 Valley Blvd.
El Monte, CA 91731

City of Covina
Community Development Director
125 E. College Street
Covina, CA 91723

City of Arcadia
Lisa Flores, Senior Planner
240 W. Huntington Drive
Arcadia, CA 91066

City of Industry
Planning Director
15651 E. Stafford Street
Industry, CA 91744



Downtown Transit Oriented Development (TOD) Specific Plan

SCH Number: 2014121098

Document Type: NOP - Notice of Preparation

Project Lead Agency: Baldwin Park, City of

Project Description

The proposed Downtown Transit Oriented Development Specific Plan would guide future transit-oriented development in the Specific Plan area and provides for a mix of residential, employment, retail, and public uses in the downtown area and would improve access to various modes of transportation, including transit, walking and bicycling. The Specific Plan identifies sites that are underutilized and have the potential for redevelopment, infill development, and/or adaptive reuse to better serve the downtown area. The proposed project would rezone areas to facilitate the TOD infill development and provides improvements to existing circulation and a portion of one water distribution line.

Contact Information

Primary Contact:
Amy Harbin
City of Baldwin Park
626 813 5261
14403 E. Pacific Avenue
Baldwin Park, CA 91706

Project Location

County: Los Angeles
City: Baldwin Park
Region:
Cross Streets: Ramona Boulevard and Maine Avenue
Latitude/Longitude: 34° 5' 11.77" / 117° 57' 37.31" Map
Parcel No: Various
Township:
Range:
Section:
Base:
Other Location Info:

Proximity To

Highways: I-605 and 10
Airports:
Railways: Metrolink
Waterways: Dalton Wash
Schools: BP HS, Central, Vineland
Land Use: Neighborhood Commercial, General Commercial, Industrial Commercial, Multi-Family Residential, Mixed Use, Single Family Residential

Development Type

Residential, Commercial

Local Action

General Plan Amendment, Specific Plan, Rezone

Project Issues

Aesthetic/Visual, Air Quality, Archaeologic-Historic, Drainage/Absorption, Noise, Population/Housing Balance, Public Services, Recreation/Parks, Schools/Universities, Sewer Capacity, Soil Erosion/Compaction/Grading, Solid Waste, Toxic/Hazardous, Traffic/Circulation, Water Quality, Water Supply, Growth Inducing, Landuse, Cumulative Effects

Reviewing Agencies (Agencies in **Bold Type** submitted comment letters to the State Clearinghouse)

Resources Agency; Department of Parks and Recreation; Department of Water Resources; Department of Fish and Wildlife, Region 5; Native American Heritage Commission; Public Utilities Commission; Caltrans, Division of Transportation Planning; California Highway Patrol; Caltrans, District 7; Air Resources Board, Transportation Projects; Regional Water Quality Control Board, Region 4; San Gabriel & Lower Los Angeles Rivers & Mountains Conservancy; Other Agency(ies)

Date Received: 12/30/2014 **Start of Review:** 12/30/2014 **End of Review:** 1/28/2015

City of Baldwin Park
DOWNTOWN TRANSIT ORIENTED DEVELOPMENT SPECIFIC PLAN

COMMUNITY WORKSHOP #3 – DISCUSSION SUMMARY

The third Community Workshop for the Downtown Transit Oriented Development (TOD) Specific Plan was held on January 14, 2015, in the Adobe Room of the Baldwin Park Community Center.

The presentation included a description of the Specific Plan area, background and purpose of the Specific Plan, process to date, next steps, and a chapter-by-chapter presentation of the Public Review Draft Specific Plan. In addition, this workshop served as the public scoping meeting for the Program Environmental Impact Report (EIR). Information about CEQA law and the CEQA process was presented, followed by a discussion about what types of environmental issues should be studied and addressed in the EIR for the project. The following environmental concerns were noted:

- Water – Baldwin Park's water needs already exceed aquifer limitations and water needs to be leased to meet demand. Any new development will require additional leased water at a higher price. The ground water level is at its lowest point ever, and supply is decreasing. Water issues need to be addressed. (It was noted by the CEQA consultant that the EIR does address fiscal issues, but will address water as it relates to the physical environment.)
- Traffic Congestion – The traffic study need to address where traffic will be diverted if we close a portion of Maine Avenue. (It was noted by the transportation consultant that the traffic study will address this issue).
- Traffic Congestion – There is also concern with reducing lanes on northern portion of Maine Avenue (It was noted by the transportation consultant that the Specific Plan is not recommending reducing lanes on Maine Avenue within the Specific Plan area, however the City will be reducing lanes along Maine Avenue north of Specific Plan area).
- Parking – There is concern that as new development occurs in Downtown, people will have to park farther away from the use as the demand for parking increases. Parking needs to be managed so that people do not have to walk farther between the use and parking spaces. (It was noted by the transportation consultant that the plan provides for sufficient parking in appropriate locations for the entire downtown, and is not intended to provide adjacent parking for each individual business or use).

In a discussion summary, workshop participants agreed that water, traffic, and parking are their primary environmental concerns. It was also mentioned that residents who live outside the Specific Plan area were not sent flyers about the Community Workshop (all property owners within the Specific Plan area were notified), and the City should consider noticing all residents of the City.

South Coast
Air Quality Management District
21865 Copley Drive, Diamond Bar, CA 91765-4178
(909) 396-2000 • www.aqmd.gov

January 7, 2015

RECEIVED
JAN 12 2015
CITY OF BALDWIN PARK
PLANNING DIVISION

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

Notice of Preparation of a CEQA Document for the Downtown TOD Specific Plan

The South Coast Air Quality Management District (SCAQMD) staff appreciates the opportunity to comment on the above-mentioned document. The SCAQMD staff's comments are recommendations regarding the analysis of potential air quality impacts from the proposed project that should be included in the draft CEQA document. Please send the SCAQMD a copy of the CEQA document upon its completion. Note that copies of the Draft EIR that are submitted to the State Clearinghouse are not forwarded to the SCAQMD. Please forward a copy of the Draft EIR directly to SCAQMD at the address in our letterhead. **In addition, please send with the draft EIR all appendices or technical documents related to the air quality and greenhouse gas analyses and electronic versions of all air quality modeling and health risk assessment files. These include original emission calculation spreadsheets and modeling files (not Adobe PDF files). Without all files and supporting air quality documentation, the SCAQMD will be unable to complete its review of the air quality analysis in a timely manner. Any delays in providing all supporting air quality documentation will require additional time for review beyond the end of the comment period.**

Air Quality Analysis

The SCAQMD adopted its California Environmental Quality Act (CEQA) Air Quality Handbook in 1993 to assist other public agencies with the preparation of air quality analyses. The SCAQMD recommends that the Lead Agency use this Handbook as guidance when preparing its air quality analysis. Copies of the Handbook are available from the SCAQMD's Subscription Services Department by calling (909) 396-3720. More recent guidance developed since this Handbook was published is also available on SCAQMD's website here: http://www.aqmd.gov/home/regulations/ceqa/air-quality-analysis-handbook/ceqa-air-quality-handbook-(1993). SCAQMD staff also recommends that the lead agency use the CalEEMod land use emissions software. This software has recently been updated to incorporate up-to-date state and locally approved emission factors and methodologies for estimating pollutant emissions from typical land use development. CalEEMod is the only software model maintained by the California Air Pollution Control Officers Association (CAPCOA) and replaces the now outdated URBEMIS. This model is available free of charge at: www.caleemod.com.

The Lead Agency should identify any potential adverse air quality impacts that could occur from all phases of the project and all air pollutant sources related to the project. Air quality impacts from both construction (including demolition, if any) and operations should be calculated. Construction-related air quality impacts typically include, but are not limited to, emissions from the use of heavy-duty equipment from grading, earth-loading/unloading, paving, architectural coatings, off-road mobile sources (e.g., heavy-duty construction equipment) and on-road mobile sources (e.g., construction worker vehicle trips, material transport trips). Operation-related air quality impacts may include, but are not limited to, emissions from stationary sources (e.g., boilers), area sources (e.g., solvents and coatings), and vehicular trips (e.g., on- and off-road tailpipe emissions and entrained dust). Air quality impacts from indirect sources, that is, sources that generate or attract vehicular trips should be included in the analysis.

The SCAQMD has also developed both regional and localized significance thresholds. The SCAQMD staff requests that the lead agency quantify criteria pollutant emissions and compare the results to the recommended regional significance thresholds found here: http://www.aqmd.gov/docs/default-source/ceqa/handbook/scaqmd-air-quality-significance-thresholds.pdf?sfvrsn=2. In addition to analyzing regional air quality impacts, the SCAQMD staff recommends calculating localized air quality impacts and comparing the results to localized significance thresholds (LSTs). LST's can be used in addition to the recommended regional significance thresholds as a second indication of air quality impacts

when preparing a CEQA document. Therefore, when preparing the air quality analysis for the proposed project, it is recommended that the lead agency perform a localized analysis by either using the LSTs developed by the SCAQMD or performing dispersion modeling as necessary. Guidance for performing a localized air quality analysis can be found at: http://www.aqmd.gov/home/regulations/ceqa/air-quality-analysis-handbook/localized-significance-thresholds.

In the event that the proposed project generates or attracts vehicular trips, especially heavy-duty diesel-fueled vehicles, it is recommended that the lead agency perform a mobile source health risk assessment. Guidance for performing a mobile source health risk assessment ("*Health Risk Assessment Guidance for Analyzing Cancer Risk from Mobile Source Diesel Idling Emissions for CEQA Air Quality Analysis*") can be found at: http://www.aqmd.gov/home/regulations/ceqa/air-quality-analysis-handbook/mobile-source-toxics-analysis. An analysis of all toxic air contaminant impacts due to the use of equipment potentially generating such air pollutants should also be included.

In addition, guidance on siting incompatible land uses (such as placing homes near freeways) can be found in the California Air Resources Board's *Air Quality and Land Use Handbook: A Community Perspective*, which can be found at the following internet address: http://www.arb.ca.gov/ch/handbook.pdf. CARB's Land Use Handbook is a general reference guide for evaluating and reducing air pollution impacts associated with new projects that go through the land use decision-making process.

Mitigation Measures

In the event that the project generates significant adverse air quality impacts, CEQA requires that all feasible mitigation measures that go beyond what is required by law be utilized during project construction and operation to minimize or eliminate these impacts. Pursuant to state CEQA Guidelines §15126.4 (a)(1)(D), any impacts resulting from mitigation measures must also be discussed. Several resources are available to assist the Lead Agency with identifying possible mitigation measures for the project, including:

- Chapter 11 of the SCAQMD *CEQA Air Quality Handbook*
- SCAQMD's CEQA web pages at: http://www.aqmd.gov/home/regulations/ceqa/air-quality-analysis-handbook/mitigation-measures-and-control-efficiencies.
- CAPCOA's *Quantifying Greenhouse Gas Mitigation Measures* available here: http://www.capcoa.org/wp-content/uploads/2010/11/CAPCOA-Quantification-Report-9-14-Final.pdf.
- SCAQMD's Rule 403 – Fugitive Dust, and the Implementation Handbook for controlling construction-related emissions
- Other measures to reduce air quality impacts from land use projects can be found in the SCAQMD's Guidance Document for Addressing Air Quality Issues in General Plans and Local Planning. This document can be found at the following internet address: http://www.aqmd.gov/docs/default-source/planning/air-quality-guidance/complete-guidance-document.pdf?sfvrsn=4.

Data Sources

SCAQMD rules and relevant air quality reports and data are available by calling the SCAQMD's Public Information Center at (909) 396-2039. Much of the information available through the Public Information Center is also available via the SCAQMD's webpage (http://www.aqmd.gov).

The SCAQMD staff is available to work with the Lead Agency to ensure that project emissions are accurately evaluated and mitigated where feasible. If you have any questions regarding this letter, please contact me at jbaker@aqmd.gov or call me at (909) 396-3176.

Sincerely,

Jillian Baker

Jillian Baker, Ph.D.
Program Supervisor
Planning, Rule Development & Area Sources

LAC141231-07
Control Number

ECONOMIC AND COMMUNITY DEVELOPMENT DEPARTMENT

TO: Amy Harbin, City Planner

FROM: Kurt Christiansen, Economic and Community Director
VIA: Edson Ibanez, Assistant Planner

DATE: January 26, 2015

SUBJECT: Public Review for Downtown TOD Specific Plan in Baldwin Park, CA: Notice of Preparation of Environmental Impact Report

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Project location: Downtown, Baldwin Park, California

Project Description: The proposed Downtown Transit Oriented Development (TOD) Specific Plan is a City initiated, Metro grant-funded planning project that would guide future TOD in the Specific Plan area. The Specific Plan are is approximately 115 acres in size, and located in the downtown commercial area of the City.

Proximity to Azusa: The project is located approximately 3.2 miles South-West of the West End Industrial zone.

Noise and Traffic Impacts: The proposed project has no significant impact on the City of Azusa.

Please contact Edson Ibanez in the Planning Division at (626) 812-5289 if you have any questions about this notice.

X _____

Kurt Christiansen
Director of Economic and Community Development/
Zoning Administrator
213 E. Foothill Boulevard
Azusa, CA 91702

COUNTY SANITATION DISTRICTS
OF LOS ANGELES COUNTY

1955 Workman Mill Road, Whittier, CA 90601-1400
Mailing Address: P.O. Box 4998, Whittier, CA 90607-4998
Telephone: (562) 699-7411, FAX: (562) 699-5422
www.lacsd.org

GRACE ROBINSON HYDE
Chief Engineer and General Manager

February 5, 2015

Ref File No.: 3191328

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

RECEIVED
FEB 09 2015
CITY OF BALDWIN PARK
PLANNING DIVISION

Dear Ms. Harbin:

Downtown TOD Specific Plan

The County Sanitation Districts of Los Angeles County (Districts) received a Notice of Preparation of a Draft Environmental Impact Report for the subject project on December 30, 2014. The proposed development is located within the jurisdictional boundaries of District No. 15. We offer the following comments regarding sewerage service:

1. Previous comments submitted by the Districts in correspondence dated January 22, 2015 (copy enclosed), to Ms. Erika Lam of your agency, still apply to the subject project.

2. All information concerning Districts' facilities and sewerage service contained in the document is current.

If you have any questions, please contact the undersigned at (562) 908-4288, extension 2717.

Very truly yours,

Grace Robinson Hyde

Adriana Raza
Customer Service Specialist
Facilities Planning Department

AR:ar

Enclosure

DOC: #3223078.D15

Recycled Paper

COUNTY SANITATION DISTRICTS
OF LOS ANGELES COUNTY

1955 Workman Mill Road, Whittier, CA 90601-1400
Mailing Address: P.O. Box 4998, Whittier, CA 90607-4998
Telephone: (562) 699-7411, FAX: (562) 699-5422
www.lacsd.org

GRACE ROBINSON HYDE
Chief Engineer and General Manager

January 13, 2015

Ref File No.: 3198179

RECEIVED
FEB 09 2015
CITY OF BALDWIN PARK
PLANNING DIVISION

Ms. Erika Lam, Associate
Environmental Science Associates
626 Wilshire Boulevard, Suite 1100
Los Angeles, CA 90017

Dear Ms. Lam:

Baldwin Park Transit-Oriented Development

This is in response to your request for a will serve letter for the subject project, which was received by the County Sanitation Districts of Los Angeles County (Districts) on December 16, 2014. The proposed development is located within the jurisdictional boundaries of District No. 15. We offer the following comments regarding sewerage service:

1. The following is a list of Districts' trunk sewers that serve the project area.

Name	Location	Size (dia.)*	Design Capacity (mgd)**	Peak Flow (mgd)	Last Measured
Baldwin Park Trunk Sewer	In Ramona Parkway at La Rica Avenue	15"	3.2	0.9	2009
Joint Outfall H Unit 8E Trunk Sewer	In Vineland Avenue at Central Avenue	24"	13.4	12.2	2009

*diameter in inches
**million gallons per day

2. Availability of sewer capacity depends upon project size and timing of connection to the sewerage system. Because there are other proposed developments in the area, the availability of trunk sewer capacity should be verified as the project advances. Please submit a copy of the project's build-out schedule to the undersigned to ensure the project is considered when planning future sewerage system relief and replacement projects.

3. The wastewater generated by the proposed project will be treated at the San Jose Creek Water Reclamation Plant (WRP) located adjacent to the City of Industry, which has a design capacity of 100 mgd and currently processes an average flow of 73.1 mgd. Wastewater flows that exceed the capacity of the San Jose Creek WRP, and all biosolids, are diverted to and treated at the Joint Water Pollution Control Plant located in the City of Carson.

4. In order to estimate the volume of wastewater the project will generate, go to www.lacsd.org, Wastewater & Sewer Systems, click on Will Serve Program, and click on the Table 1, Loadings for Each Class of Land Use link for a copy of the Districts' average wastewater generation factors.

5. The Districts are empowered by the California Health and Safety Code to charge a fee for the privilege of connecting (directly or indirectly) to the Districts' Sewerage System for increasing the strength or quantity of wastewater attributable to a particular parcel or operation already connected. This connection fee is a capital facilities fee that is imposed in an amount sufficient to construct an incremental expansion of the Sewerage System to accommodate the proposed project. Payment of a connection fee will be required before a permit to connect to the sewer is issued. For more information and a copy of the Connection Fee Information Sheet, go to www.lacsd.org, Wastewater & Sewer Systems, click on Will Serve Program, and search for the appropriate link. For more specific information regarding the connection fee application procedure and fees, please contact the Connection Fee Counter at extension 2727.

6. In order for the Districts to conform to the requirements of the Federal Clean Air Act (CAA), the design capacities of the Districts' wastewater treatment facilities are based on the regional growth forecast adopted by the Southern California Association of Governments (SCAG). Specific policies included in the development of the SCAG regional growth forecast are incorporated into clean air plans, which are prepared by the South Coast and Antelope Valley Air Quality Management Districts in order to improve air quality in the South Coast and Mojave Desert Air Basins as mandated by the CCA. All expansions of Districts' facilities must be sized and service phased in a manner that will be consistent with the SCAG regional growth forecast for the counties of Los Angeles, Orange, San Bernardino, Riverside, Ventura, and Imperial. The available capacity of the Districts' treatment facilities will, therefore, be limited to levels associated with the approved growth identified by SCAG. As such, this letter does not constitute a guarantee of wastewater service, but is to advise you that the Districts intend to provide this service up to the levels that are legally permitted and to inform you of the currently existing capacity and any proposed expansion of the Districts' facilities.

If you have any questions, please contact the undersigned at (562) 908-4288, extension 2717.

Very truly yours,

Grace Robinson Hyde

for:

Adriana Raza
Customer Service Specialist
Facilities Planning Department

AR:ar

cc: M. Tremblay
J. Ganz

DOC: #3202919.D15

RECEIVED
FEB 09 2015
CITY OF BALDWIN PARK
PLANNING DIVISION

Los Angeles County
Metropolitan Transportation Authority

One Gateway Plaza
Los Angeles, CA 90012-2952

213.922.2000 Tel
metro.net

Metro

January 21, 2015

Amy L. Harbin
City Planner
14403 East Pacific Avenue
Baldwin Park, CA 91706

RE: City of Baldwin Park Downtown TOD Specific Plan

Dear Ms. Harbin,

Thank you for the opportunity to comment on the proposed Downtown TOD Specific Plan Project. This letter conveys recommendations from the Los Angeles County Metropolitan Transportation Authority (LACMTA) concerning issues that are germane to our agency's statutory responsibility in relation to our facilities and services that may be affected by the proposed project.

It is noted that the project site contains an LACMTA-owned Railroad Right-of-Way (ROW). This ROW is operated and maintained by the Southern California Regional Rail Authority (SCRRA) to run the Metrolink commuter rail service. The following concerns related to the project's proximity to the ROW should be addressed:

1. The project sponsor is advised that rail service operates in both directions and that trains may operate, in and out of revenue service, 24 hours a day, seven days a week, in the ROW adjacent to the proposed project.
2. Considering the proximity of the proposed project to the railroad ROW, trains will produce noise, vibration and visual impacts. A recorded Noise Easement Deed in favor of LACMTA is required, a form of which is attached. The easement recorded in the Deed will extend to successors and tenants, as well. In addition, any noise mitigation required for the project will be borne by the developers of the project and not LACMTA or the operating railroads.
3. There shall be no encroachment onto the railroad ROW. Any future work performed on the proposed project's structures or property requiring access to the railroad ROW, shall be covered by specific Right-of-Entry permits with specific requirements. SCRRA should be contacted for these Right-of Entry requirements. Information can be found on their website at www.metrolinktrains.com. Other requirements may include permits for construction of buildings, and any future repairs, painting, graffiti removal, etc, including the use of overhead cranes or any other equipment that could potentially impact railroad operations and safety. Frequent access for maintenance tasks such as graffiti removal, will necessitate an active license agreement. This agreement will include an annual license fee, and other requirements that meet safety standards for access to a ROW with active rail operations.
4. During construction, a protection barrier shall be constructed to prevent objects, material, or debris from falling onto the ROW.
5. The project sponsor will be required to notify LACMTA and SCRRA of any changes to the construction/building plans that may or may not impact the ROW.

6. LACMTA and/or SCRRA staff shall be permitted to monitor construction activity to ascertain any impact to the ROW.

Beyond impacts to Metro facilities and operations, LACMTA must also notify the applicant of state requirements. A Transportation Impact Analysis (TIA), with roadway and transit components, is required under the State of California Congestion Management Program (CMP) statute. The CMP TIA Guidelines are published in the "2010 Congestion Management Program for Los Angeles County", Appendix D (attached). The geographic area examined in the TIA must include the following, at a minimum:

1. All CMP arterial monitoring intersections, including monitored freeway on/off-ramp intersections, where the proposed project will add 50 or more trips during either the a.m. or p.m. weekday peak hour (of adjacent street traffic).

2. If CMP arterial segments are being analyzed rather than intersections, the study area must include all segments where the proposed project will add 50 or more peak hour trips (total of both directions). Within the study area, the TIA must analyze at least one segment between monitored CMP intersections.

3. Mainline freeway-monitoring locations where the project will add 150 or more trips, in either direction, during either the a.m. or p.m. weekday peak hour.

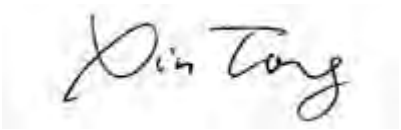
4. Caltrans must also be consulted through the NOP process to identify other specific locations to be analyzed on the state highway system.

The CMP TIA requirement also contains two separate impact studies covering roadways and transit, as outlined in Sections D.8.1 – D.9.4. If the TIA identifies no facilities for study based on the criteria above, no further traffic analysis is required. However, projects must still consider transit impacts. For all CMP TIA requirements please see the attached guidelines.

If you have any questions regarding this response, please contact Xin Tong at 213-922-8804 or by email at DevReview@metro.net. LACMTA looks forward to reviewing the Draft EIR. Please send it to the following address:

LACMTA Development Review
One Gateway Plaza MS 99-18-3
Los Angeles, CA 90012-2952

Sincerely,



Xin Tong
Development Review Coordinator, Countywide Planning

Attachments: Noise Easement Deed
CMP Appendix D: Guidelines for CMP Transportation Impact Analysis

RECORDING REQUESTED BY
AND WHEN RECORDED MAIL TO:

LOS ANGELES COUNTY METROPOLITAN
TRANSPORTATION AUTHORITY
Real Estate Department
Deputy Executive Officer - Real Estate
P: 213-922-2415
F: 213-922-2400
One Gateway Plaza, Mail Stop 99-18-4
Los Angeles, CA 90012-2932

Space Above Line for Recorder's Use

[Recordation of this Public Document is Exempt from all Recording Fees and Taxes Pursuant to Government Code Section 6103]

Public Agency - No Tax Statement

NOISE EASEMENT DEED

For valuable consideration, receipt of which is hereby acknowledged, **(Name of Owner)**, a _____, ("Grantor") for themselves, their heirs, administrators, executors, successors, assigns, tenants, and lessees do hereby grant, bargain, sell, and convey to the **LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY,** a public agency existing under the authority of the laws of the State of California ("Grantee"), its successors and assigns, for the use and benefit of the public and its employees, a perpetual, assignable easement in that certain real property in the City of Los Angeles, County of Los Angeles, State of California described in Exhibit "A" attached hereto and incorporated herein by this reference,

Said easement shall encompass and cover the entirety of the Grantors' Property having the same boundaries as the described Property and extending from the sub-surface upwards to the limits of the atmosphere of the earth, the right to cause in said easement area such noise, vibrations, fumes, dust, fuel particles, light, sonic disturbances, and all other effects that may be caused or may have been caused by the operation of public transit vehicles traveling along the Project right of way.

Grantor hereby waives all rights to protest, object to, make a claim or bring suit or action of any purpose, including or not limited to, property damage or personal injuries, against Grantee, its successors and assigns, for any necessary operating and maintenance activities and changes related to the Project which may conflict with Grantors' use of Grantors' property for residential and other purposes, and Grantors hereby grants an easement to the Grantee for such activities.

The granting of said Easement shall also establish the Grantors' right to further modify or develop the Property for any permitted use. However, Grantor's rights of development shall not interfere with the continued operation of Grantee's Project.

It is understood and agreed that these covenants and agreements shall be permanent, perpetual, will run with the land and that notice shall be made to and shall be binding upon all heirs, administrators, executors, successors, assigns, tenants and lessees of the Grantor. The Grantee is hereby expressly granted the right of third party enforcement of this easement.

IN WITNESS WHEREOF, the undersigned has caused its/their signature to be affixed this day of, 2013.

By:_____
Name

By:_____
Name

(ATTACH NOTARY SEAL AND CERTIFICATE HERE.)

ACKNOWLEDGEMENT

State of California
County of _____)

On _____ before me, _____
(insert name and title of the officer)

personally appeared _____, who proved to me on the basis of satisfactory evidence to be the person(s) whose name(s) is/are subscribed to the within instrument and acknowledged to be that he/she/they executed the same in his/her/ their authorized capacity(ies), and that by his/her/ their signature(s) on the instrument the person(s), or the entity upon behalf of which the person(s) acted, executed the instrument

I certify under PENALTY OF PERJURY under the laws of the State of California that the foregoing paragraph is true and correct.

WITNESS my hand and official seal.

Signature _____ (Seal)

REVISED 2/09

CERTIFICATE OF ACCEPTANCE

This is to certify that the interest in the real property conveyed by the foregoing Noise Easement Deed from _____ to **LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY,** a public agency existing under the authority of the laws of the State of California ("LACMTA"), is hereby accepted by the undersigned on behalf of the LACMTA pursuant to authority conferred by resolution of the Board of Directors of the LACMTA, and the Grantee hereby consents to the recordation of this Deed by its duly authorized officer.

Dated this ____ day of _____, 20__

By: _____

Deputy Executive Officer - Real Estate

APPENDIX

D

GUIDELINES FOR CMP TRANSPORTATION IMPACT ANALYSIS

Important Notice to User: This section provides detailed travel statistics for the Los Angeles area which will be updated on an ongoing basis. Updates will be distributed to all local jurisdictions when available. In order to ensure that impact analyses reflect the best available information, lead agencies may also contact MTA at the time of study initiation. Please contact MTA staff to request the most recent release of "Baseline Travel Data for CMP TIAs."

D.1 OBJECTIVE OF GUIDELINES

The following guidelines are intended to assist local agencies in evaluating impacts of land use decisions on the Congestion Management Program (CMP) system, through preparation of a regional transportation impact analysis (TIA). The following are the basic objectives of these guidelines:

- Promote consistency in the studies conducted by different jurisdictions, while maintaining flexibility for the variety of project types which could be affected by these guidelines.
- Establish procedures which can be implemented within existing project review processes and without ongoing review by MTA.
- Provide guidelines which can be implemented immediately, with the full intention of subsequent review and possible revision.

These guidelines are based on specific requirements of the Congestion Management Program, and travel data sources available specifically for Los Angeles County. References are listed in Section D.10 which provide additional information on possible methodologies and available resources for conducting TIAs.

D.2 GENERAL PROVISIONS

Exhibit D-7 provides the model resolution that local jurisdictions adopted containing CMP TIA procedures in 1993. TIA requirements should be fulfilled within the existing environmental review process, extending local traffic impact studies to include impacts to the regional system. In order to monitor activities affected by these requirements, Notices of Preparation (NOPs) must be submitted to MTA as a responsible agency. Formal MTA approval of individual TIAs is not required.

The following sections describe CMP TIA requirements in detail. In general, the competing objectives of consistency & flexibility have been addressed by specifying standard, or minimum, requirements and requiring documentation when a TIA varies from these standards.

D.3 PROJECTS SUBJECT TO ANALYSIS

In general a CMP TIA is required for all projects required to prepare an Environmental Impact Report (EIR) based on local determination. A TIA is not required if the lead agency for the EIR finds that traffic is not a significant issue, and does not require local or regional traffic impact analysis in the EIR. Please refer to Chapter 5 for more detailed information.

CMP TIA guidelines, particularly intersection analyses, are largely geared toward analysis of projects where land use types and design details are known. Where likely land uses are not defined (such as where project descriptions are limited to zoning designation and parcel size with no information on access location), the level of detail in the TIA may be adjusted accordingly. This may apply, for example, to some redevelopment areas and citywide general plans, or community level specific plans. In such cases, where project definition is insufficient for meaningful intersection level of service analysis, CMP arterial segment analysis may substitute for intersection analysis.

D.4 STUDY AREA

The geographic area examined in the TIA must include the following, at a minimum:

- All CMP arterial monitoring intersections, including monitored freeway on- or off-ramp intersections, where the proposed project will add 50 or more trips during either the AM or PM weekday peak hours (of adjacent street traffic).
- If CMP arterial segments are being analyzed rather than intersections (see Section D.3), the study area must include all segments where the proposed project will add 50 or more peak hour trips (total of both directions). Within the study area, the TIA must analyze at least one segment between monitored CMP intersections.
- Mainline freeway monitoring locations where the project will add 150 or more trips, in either direction, during either the AM or PM weekday peak hours.
- Caltrans must also be consulted through the Notice of Preparation (NOP) process to identify other specific locations to be analyzed on the state highway system.

If the TIA identifies no facilities for study based on these criteria, no further traffic analysis is required. However, projects must still consider transit impacts (Section D.8.4).

D.5 BACKGROUND TRAFFIC CONDITIONS

The following sections describe the procedures for documenting and estimating background, or non-project related traffic conditions. Note that for the purpose of a TIA, these background estimates must include traffic from all sources without regard to the exemptions specified in CMP statute (e.g., traffic generated by the provision of low and very low income housing, or trips originating outside Los Angeles County. Refer to Chapter 5, Section 5.2.3 for a complete list of exempted projects).

D.5.1 Existing Traffic Conditions. Existing traffic volumes and levels of service (LOS) on the CMP highway system within the study area must be documented. Traffic counts must

be less than one year old at the time the study is initiated, and collected in accordance with CMP highway monitoring requirements (see Appendix A). Section D.8.1 describes TIA LOS calculation requirements in greater detail. Freeway traffic volume and LOS data provided by Caltrans is also provided in Appendix A.

D.5.2 Selection of Horizon Year and Background Traffic Growth. Horizon year(s) selection is left to the lead agency, based on individual characteristics of the project being analyzed. In general, the horizon year should reflect a realistic estimate of the project completion date. For large developments phased over several years, review of intermediate milestones prior to buildout should also be considered.

At a minimum, horizon year background traffic growth estimates must use the generalized growth factors shown in Exhibit D-1. These growth factors are based on regional modeling efforts, and estimate the general effect of cumulative development and other socioeconomic changes on traffic throughout the region. Beyond this minimum, selection among the various methodologies available to estimate horizon year background traffic in greater detail is left to the lead agency. Suggested approaches include consultation with the jurisdiction in which the intersection under study is located, in order to obtain more detailed traffic estimates based on ongoing development in the vicinity.

D.6 PROPOSED PROJECT TRAFFIC GENERATION

Traffic generation estimates must conform to the procedures of the current edition of Trip Generation, by the Institute of Transportation Engineers (ITE). If an alternative methodology is used, the basis for this methodology must be fully documented.

Increases in site traffic generation may be reduced for existing land uses to be removed, if the existing use was operating during the year the traffic counts were collected. Current traffic generation should be substantiated by actual driveway counts; however, if infeasible, traffic may be estimated based on a methodology consistent with that used for the proposed use.

Regional transportation impact analysis also requires consideration of trip lengths. Total site traffic generation must therefore be divided into work and non-work-related trip purposes in order to reflect observed trip length differences. Exhibit D-2 provides factors which indicate trip purpose breakdowns for various land use types.

For lead agencies who also participate in CMP highway monitoring, it is recommended that any traffic counts on CMP facilities needed to prepare the TIA should be done in the manner outlined in Chapter 2 and Appendix A. If the TIA traffic counts are taken within one year of the deadline for submittal of CMP highway monitoring data, the local jurisdiction would save the cost of having to conduct the traffic counts twice.

D.7 TRIP DISTRIBUTION

For trip distribution by direct/manual assignment, generalized trip distribution factors are provided in Exhibit D-3, based on regional modeling efforts. These factors indicate Regional Statistical Area (RSA)-level tripmaking for work and non-work trip purposes.

(These RSAs are illustrated in Exhibit D-4.) For locations where it is difficult to determine the project site RSA, census tract/RSA correspondence tables are available from MTA.

Exhibit D-5 describes a general approach to applying the preceding factors. Project trip distribution must be consistent with these trip distribution and purpose factors; the basis for variation must be documented.

Local agency travel demand models disaggregated from the SCAG regional model are presumed to conform to this requirement, as long as the trip distribution functions are consistent with the regional distribution patterns. For retail commercial developments, alternative trip distribution factors may be appropriate based on the market area for the specific planned use. Such market area analysis must clearly identify the basis for the trip distribution pattern expected.

D.8 IMPACT ANALYSIS

CMP Transportation Impact Analyses contain two separate impact studies covering roadways and transit. Section Nos. D.8.1-D.8.3 cover required roadway analysis while Section No. D.8.4 covers the required transit impact analysis. Section Nos. D.9.1-D.9.4 define the requirement for discussion and evaluation of alternative mitigation measures.

D.8.1 Intersection Level of Service Analysis. The LA County CMP recognizes that individual jurisdictions have wide ranging experience with LOS analysis, reflecting the variety of community characteristics, traffic controls and street standards throughout the county. As a result, the CMP acknowledges the possibility that no single set of assumptions should be mandated for all TIAs within the county.

However, in order to promote consistency in the TIAs prepared by different jurisdictions, CMP TIAs must conduct intersection LOS calculations using either of the following methods:

- The Intersection Capacity Utilization (ICU) method as specified for CMP highway monitoring (see Appendix A); or
- The Critical Movement Analysis (CMA) / Circular 212 method.

Variation from the standard assumptions under either of these methods for circumstances at particular intersections must be fully documented.

TIAs using the 1985 or 1994 Highway Capacity Manual (HCM) operational analysis must provide converted volume-to-capacity based LOS values, as specified for CMP highway monitoring in Appendix A.

D.8.2 Arterial Segment Analysis. For TIAs involving arterial segment analysis, volume-to-capacity ratios must be calculated for each segment and LOS values assigned using the V/C-LOS equivalency specified for arterial intersections. A capacity of 800 vehicles per hour per through traffic lane must be used, unless localized conditions necessitate alternative values to approximate current intersection congestion levels.

D.8.3 Freeway Segment (Mainline) Analysis. For the purpose of CMP TIAs, a simplified analysis of freeway impacts is required. This analysis consists of a demand-to-capacity calculation for the affected segments, and is indicated in Exhibit D-6.

D.8.4 Transit Impact Review. CMP transit analysis requirements are met by completing and incorporating into an EIR the following transit impact analysis:

- ❑ Evidence that affected transit operators received the Notice of Preparation.
- ❑ A summary of existing transit services in the project area. Include local fixed-route services within a ¼ mile radius of the project; express bus routes within a 2 mile radius of the project, and; rail service within a 2 mile radius of the project.
- ❑ Information on trip generation and mode assignment for both AM and PM peak hour periods as well as for daily periods. Trips assigned to transit will also need to be calculated for the same peak hour and daily periods. Peak hours are defined as 7:30-8:30 AM and 4:30-5:30 PM. Both "peak hour" and "daily" refer to average weekdays, unless special seasonal variations are expected. If expected, seasonal variations should be described.
- ❑ Documentation of the assumption and analyses that were used to determine the number and percent of trips assigned to transit. Trips assigned to transit may be calculated along the following guidelines:
  - ➢ Multiply the total trips generated by 1.4 to convert vehicle trips to person trips;
  - ➢ For each time period, multiply the result by one of the following factors:

    3.5% of Total Person Trips Generated for most cases, except:

    10% primarily Residential within 1/4 mile of a CMP transit center
    15% primarily Commercial within 1/4 mile of a CMP transit center
    7% primarily Residential within 1/4 mile of a CMP multi-modal transportation center
    9% primarily Commercial within 1/4 mile of a CMP multi-modal transportation center
    5% primarily Residential within 1/4 mile of a CMP transit corridor
    7% primarily Commercial within 1/4 mile of a CMP transit corridor
    0% if no fixed route transit services operate within one mile of the project

  To determine whether a project is primarily residential or commercial in nature, please refer to the CMP land use categories listed and defined in Appendix E, *Guidelines for New Development Activity Tracking and Self Certification*. For projects that are only partially within the above one-quarter mile radius, the base rate (3.5% of total trips generated) should be applied to all of the project buildings that touch the radius perimeter.

- ❑ Information on facilities and/or programs that will be incorporated in the development plan that will encourage public transit use. Include not only the jurisdiction's TDM Ordinance measures, but other project specific measures.

- Analysis of expected project impacts on current and future transit services and proposed project mitigation measures, and;
- Selection of final mitigation measures remains at the discretion of the local jurisdiction/lead agency. Once a mitigation program is selected, the jurisdiction self-monitors implementation through the existing mitigation monitoring requirements of CEQA.

D.9 IDENTIFICATION AND EVALUATION OF MITIGATION

D.9.1 Criteria for Determining a Significant Impact. For purposes of the CMP, a significant impact occurs when the proposed project increases traffic demand on a CMP facility by 2% of capacity ($V/C \geq 0.02$), causing LOS F ($V/C > 1.00$); if the facility is already at LOS F, a significant impact occurs when the proposed project increases traffic demand on a CMP facility by 2% of capacity ($V/C \geq 0.02$). The lead agency may apply a more stringent criteria if desired.

D.9.2 Identification of Mitigation. Once the project has been determined to cause a significant impact, the lead agency must investigate measures which will mitigate the impact of the project. Mitigation measures proposed must clearly indicate the following:

- Cost estimates, indicating the fair share costs to mitigate the impact of the proposed project. If the improvement from a proposed mitigation measure will exceed the impact of the project, the TIA must indicate the proportion of total mitigation costs which is attributable to the project. This fulfills the statutory requirement to exclude the costs of mitigating inter-regional trips.
- Implementation responsibilities. Where the agency responsible for implementing mitigation is not the lead agency, the TIA must document consultation with the implementing agency regarding project impacts, mitigation feasibility and responsibility.

Final selection of mitigation measures remains at the discretion of the lead agency. The TIA must, however, provide a summary of impacts and mitigation measures. Once a mitigation program is selected, the jurisdiction self-monitors implementation through the mitigation monitoring requirements contained in CEQA.

D.9.3 Project Contribution to Planned Regional Improvements. If the TIA concludes that project impacts will be mitigated by anticipated regional transportation improvements, such as rail transit or high occupancy vehicle facilities, the TIA must document:

- Any project contribution to the improvement, and
- The means by which trips generated at the site will access the regional facility.

D.9.4 Transportation Demand Management (TDM). If the TIA concludes or assumes that project impacts will be reduced through the implementation of TDM measures, the TIA must document specific actions to be implemented by the project which substantiate these conclusions.

D.10 REFERENCES

1. *Traffic Access and Impact Studies for Site Development: A Recommended Practice*, Institute of Transportation Engineers, 1991.
2. *Trip Generation*, 5th Edition, Institute of Transportation Engineers, 1991.
3. *Travel Forecast Summary: 1987 Base Model - Los Angeles Regional Transportation Study (LARTS)*, California State Department of Transportation (Caltrans), February 1990.
4. *Traffic Study Guidelines*, City of Los Angeles Department of Transportation (LADOT), July 1991.
5. *Traffic/Access Guidelines*, County of Los Angeles Department of Public Works.
6. *Building Better Communities*, Sourcebook, Coordinating Land Use and Transit Planning, American Public Transit Association.
7. *Design Guidelines for Bus Facilities*, Orange County Transit District, 2nd Edition, November 1987.
8. *Coordination of Transit and Project Development*, Orange County Transit District, 1988.
9. *Encouraging Public Transportation Through Effective Land Use Actions*, Municipality of Metropolitan Seattle, May 1987.

METROLINK®

Southern California Regional Rail Authority

February 3, 2015

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

RE: **CITY OF BALDWIN PARK DOWNTOWN TOD SPECIFIC PLAN**

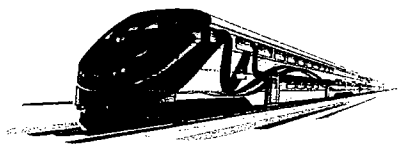
Dear Ms. Harbin:

The Southern California Regional Rail Authority (SCRRA) has received the NOP for the DEIR for the City of Baldwin Park Downtown TOD Specific Plan. Thank you for the opportunity to comment on key issues relative to SCRRA and operations of the railroad adjacent to the project site. As background information, SCRRA is a five-county Joint Powers Authority (JPA) that operates the regional commuter rail system known as Metrolink. Additionally, SCRRA provides rail engineering, construction, operations and maintenance services to its five JPA member agencies. The JPA consists of the Los Angeles County Metropolitan Transportation Authority (METRO), San Bernardino Associated Governments (SANBAG), Orange County Transportation Authority (OCTA), Riverside County Transportation Commission (RCTC) and Ventura County Transportation Commission (VCTC).

The railroad right of way portion adjacent to the proposed project is operated and maintained by SCRRA and owned by Metro. The proposed project is also located near the existing at-grade crossing of Ramona Boulevard.

Below is a list of general comments that are of concern for all proposed projects near or adjacent to the railroad right of way. Please note that these are initial general comments submitted to meet the public comment period. SCRRA may follow up with more specific comments for consideration if further analysis deems it necessary. Comments are as follows:

1. Metrolink operates 38 passenger trains and UPRR operates 4 freight trains daily through this area. Trains can run 24 hours a day seven days a week.
2. Considering the proximity of the Downtown TOD Specific Plan to the tracks you can expect train noise and visual impacts. Sound walls and proper paned windows are encouraged on future construction within the areas around the railroad.



3. Development of Transit Oriented Developments (TOD's) around the Metrolink Station is encouraged for mobility in the region and for providing alternatives to driving. However, these developments would generate more pedestrian and vehicular traffic in the area and could impact the safety at the existing at-grade railroad crossings at Ramona Blvd. Considerations should be made to include additional safety enhancements such as pedestrian channelization and gates at the existing railroad crossing as needed. Our agency has published ***SCRRA Rail Highway Grade Crossing Recommended Design Practices and Guidelines*** that can be found on our website at www.metrolinktrains.com as a reference tool to making the existing at-grade crossing and access to the station safer. We applaud the City of Baldwin Park in their past efforts in the area of rail safety for the recent addition of a grade separated pedestrian access to the station.
4. Construction of improvements adjacent or in the railroad right of way would require specific Right of Entry Agreements from Metrolink. These temporary access requirements can be found on our website at www.metrolinktrains.com.

City shall provide timely notice, in accordance with Public Resources Code Section 21092.5 and State CEQA Guideline Section 15088, of the written proposed responses to our comments on this environmental document and the time and place of any scheduled public meetings or public hearings by the agency decision makers at least 10 days prior to such a meeting.

Thank you again for cooperating with SCRRA to help ensure the development of a successful project. If you have any questions regarding these comments please contact me at 213-452-0456 or via e-mail at mathieur@scrra.net.

Sincerely,

Ron Mathieu
Sr. Public Project Specialist

Cc: Roderick Diaz, SCRRA
Patricia Watkins, SCRRA
Scott Johnson, SCRRA
Don Sepulveda, Metro
Xin Tong, Metro

SOUTHERN CALIFORNIA
ASSOCIATION of GOVERNMENTS

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Margaret Finlay, Duarte

Energy & Environment
Deborah Robertson, Rialto

Transportation
Alan Wapner, San Bernardino Associated Governments

February 5, 2015

Ms. Amy Harbin, AICP, City Planner
City of Baldwin Park
Planning Division
14403 East Pacific Avenue
Baldwin Park, California 91706
E-mail: aharbin@baldwinpark.com

RE: SCAG Comments on the Notice of Preparation of a Draft Environmental Impact Report for the Downtown TOD Specific Plan [SCAG NO. IGR8333]

Dear Ms. Harbin,

Thank you for submitting the Notice of Preparation of a Draft Environmental Impact Report for the Downtown TOD Specific Plan ("proposed project") to the Southern California Association of Governments (SCAG) for review and comment. SCAG is the authorized regional agency for Inter-Governmental Review (IGR) of programs proposed for federal financial assistance and direct development activities, pursuant to Presidential Executive Order 12372. Additionally, SCAG reviews the Environmental Impact Reports of projects of regional significance for consistency with regional plans pursuant to the California Environmental Quality Act (CEQA) and CEQA Guidelines.

SCAG is also the designated Regional Transportation Planning Agency under state law, and is responsible for preparation of the Regional Transportation Plan (RTP) including its Sustainable Communities Strategy (SCS) component pursuant to SB 375. As the clearinghouse for regionally significant projects per Executive Order 12372, SCAG reviews the consistency of local plans, projects, and programs with regional plans.[1] Guidance provided by these reviews is intended to assist local agencies and project sponsors to take actions that contribute to the attainment of the regional goals and policies in the RTP/SCS.

SCAG staff has reviewed the Notice of Preparation of a Draft Environmental Impact Report for the Downtown TOD Specific Plan. The proposed project is a specific plan for approximately 115 acres in the downtown commercial area of the City of Baldwin Park. The proposed project is a City-initiated, Metro grant-funded planning project that would guide future TOD in the Specific Plan area and provide for a mix of residential, employment, retail, and public uses in the downtown area to guide future development to create a transit-oriented environment that is proximate to the Metrolink Station. The project would also improve access to various modes of transportation, including transit, walking, and bicycling.

When available, please send environmental documentation to SCAG's *office in Los Angeles or by email to sunl@scag.ca.gov* providing, at a minimum, the full public comment period for review. If you have any questions regarding the attached comments, please contact Lijin Sun, Esq., Senior Regional Planner, at (213) 236-1882 or sunl@scag.ca.gov. Thank you.

Sincerely,

Ping Chang

Ping Chang,
Program Manager II, Land Use and Environmental Planning

[1] SB 375 amends CEQA to add Chapter 4.2 Implementation of the Sustainable Communities Strategy, which allows for certain CEQA streamlining for projects consistent with the RTP/SCS. Lead agencies (including local jurisdictions) maintain the discretion and will be solely responsible for determining "consistency" of any future project with the SCS. Any "consistency" finding by SCAG pursuant to the IGR process should not be construed as a finding of consistency under SB 375 for purposes of CEQA streamlining.

COMMENTS ON THE NOTICE OF PREPARATION OF A DRAFT ENVRIONMENTAL IMPACT REPORT FOR THE DOWNTOWN TOD SPECIFIC PLAN [SCAG NO. IGR8333]

CONSISTENCY WITH RTP/SCS

SCAG reviews environmental documents for regionally significant projects for their consistency with the adopted RTP/SCS.

2012 RTP/SCS Goals

The SCAG Regional Council adopted the 2012 RTP/SCS in April 2012. The 2012 RTP/SCS links the goal of sustaining mobility with the goals of fostering economic development, enhancing the environment, reducing energy consumption, promoting transportation-friendly development patterns, and encouraging fair and equitable access to residents affected by socio-economic, geographic and commercial limitations (see http://rtpscs.scag.ca.gov). The goals included in the 2012 RTP/SCS may be pertinent to the proposed project. These goals are meant to provide guidance for considering the proposed project within the context of regional goals and policies. Among the relevant goals of the 2012 RTP/SCS are the following:

SCAG 2012 RTP/SCS GOALS	
RTP/SCS G1:	*Align the plan investments and policies with improving regional economic development and competitiveness*
RTP/SCS G2:	*Maximize mobility and accessibility for all people and goods in the region*
RTP/SCS G3:	*Ensure travel safety and reliability for all people and goods in the region*
RTP/SCS G4:	*Preserve and ensure a sustainable regional transportation system*
RTP/SCS G5:	*Maximize the productivity of our transportation system*
RTP/SCS G6:	*Protect the environment and health for our residents by improving air quality and encouraging active transportation (non-motorized transportation, such as bicycling and walking)*
RTP/SCS G7:	*Actively encourage and create incentives for energy efficiency, where possible*
RTP/SCS G8:	*Encourage land use and growth patterns that facilitate transit and non-motorized transportation*
RTP/SCS G9:	*Maximize the security of the regional transportation system through improved system monitoring, rapid recovery planning, and coordination with other security agencies*

For ease of review, we encourage the use of a side-by-side comparison of SCAG goals with discussions of the consistency, non-consistency or non-applicability of the policy and supportive analysis in a table format. Suggested format is as follows:

SCAG 2012 RTP/SCS Goals		
Goal		Analysis
RTP/SCS G1:	*Align the plan investments and policies with improving regional economic development and competitiveness.*	*Consistent: Statement as to why* *Not-Consistent: Statement as to why* *or* *Not Applicable: Statement as to why* *DEIR page number reference*
RTP/SCS G2:	*Maximize mobility and accessibility for all people and goods in the region.*	*Consistent: Statement as to why* *Not-Consistent: Statement as to why* *or* *Not Applicable: Statement as to why* *DEIR page number reference*
etc.		etc.

RTP/SCS Strategies

To achieve the goals of the 2012 RTP/SCS, a wide range of strategies are included in SCS Chapter (starting on page 152) of the RTP/SCS focusing on four key areas: 1) Land Use Actions and Strategies; 2) Transportation Network Actions and Strategies; 3) Transportation Demand Management (TDM) Actions and Strategies and; 4) Transportation System Management (TSM) Actions and Strategies. If applicable to the proposed project, please refer to these strategies as guidance for considering the proposed project within the context of regional goals and policies. To access a listing of the strategies, please visit http://rtpscs.scag.ca.gov/Documents/2012/final/f2012RTPSCS.pdf (Tables 4.3 – 4.7, beginning on page 152).

The 2012 RTP/SCS also identifies mobility challenges in the SCAG region and develops strategies, in partnership with the Los Angeles County Metropolitan Transportation Authority (Metro), to address transit accessibility challenges in the Metro/SCAG First Last Mile Strategic Plan. For further information on the planning strategies in the Metro/SCAG First Last Mile Strategic Plan, please visit http://www.scag.ca.gov/Documents/MetroFirstLastMileStrategicPlan.pdf.

Regional Growth Forecasts

At the time of this letter, the most recently adopted SCAG forecasts consists of the 2020 and 2035 RTP/SCS population, household and employment forecasts. To view them, please visit http://scag.ca.gov/Documents/2012AdoptedGrowthForecastPDF.pdf. The forecasts for the region and applicable jurisdictions are below.

	Adopted SCAG Region Wide Forecasts		Adopted City of Baldwin Park Forecasts	
	Year 2020	Year 2035	Year 2020	Year 2035
Population	19,663,000	22,091,000	78,200	82,200
Households	6,458,000	7,325,000	17,900	18,600
Employment	8,414,000	9,441,000	18,300	19,200

MITIGATION

SCAG staff recommends that you review the SCAG 2012 RTP/SCS Final Program EIR Mitigation Measures for guidance, as appropriate. See Chapter 6 (beginning on page 143) at: http://rtpscs.scag.ca.gov/Documents/peir/2012/final/Final2012PEIR.pdf

As referenced in Chapter 6, a comprehensive list of example mitigation measures that may be considered as appropriate is included in Appendix G: *Examples of Measures that Could Reduce Impacts from Planning, Development and Transportation Projects.* Appendix G can be accessed at: http://rtpscs.scag.ca.gov/Documents/peir/2012/final/2012fPEIR_AppendixG_ExampleMeasures.pdf

RECEIVED
JAN 14 2015
CITY OF BALDWIN PARK
PLANNING DIVISION

Suburban Water Systems
A SouthWest Water Company

1325 N. Grand Avenue
Suite 100
Covina, CA 91724-4044
Phone 626.543.2500
Fax 626.331.4848
www.swwc.com

TRANSMITTAL FORM

TO: City of Baldwin Park
Attn: Amy L. Harbin, AICP
Planning Division
14403 E. Pacific Avenue
Baldwin Park, CA 91706

DATE: January 12, 2015

SUBJECT: Downtown TOD Specific Plan

THE FOLLOWING ARE: ☒ Enclosed ☐ Sent Separately Via

- Baldwin Park's Notice of Preparation
- CD - Downtown TOD Specific Plan Initial Study

PURPOSE: ☒ For Your Use ☐ For Your Approval ☐ For Review

REMARKS:

Please be advised that your project is outside of Suburban's service area and we have no facilities in said area. Thanks!

Regards,

SUBURBAN WATER SYSTEMS

M. Rials

Merriam Rials
Engineering Secretary

Appendix B
Air Quality Study

Baldwin Park
Assumptions and CalEEMod Inputs

CalEEMod Inputs that are not modeling defaults:

Project Location:		County
		Los Angeles - SCAQMD
Climate Zone:		9
Operational Year:		
	Existing	2014
	Project:	2035
Utility Company:		Southern California Edison

Land Use Type:

	Existing			
Land Use	**(DU or SF)**	**(ksf)**	**Acres**	**Modeled As**
Residential-Apartments (DU's)	42	42	0.53	Res: Appartment (Mid)
Single Family Residential (DU's)	59	106.2	7.73	Res: Single Family
Public Facility	910			
Community Center	55,173	94.149	5.77	Com: Government (Civic
Communication Facilities (sf)	38,066			Center)
Industrial (sf)	33,644	33.644	2.25	Ind: General Light Ind.
Manufacturing	23,740	23.740	1.58	Ind: Manufacturing
Medical Office (sf)	11,910	11.910	0.72	Com: Medical Office Bld
Auto Repair (sf)	10,701	10.701	0.67	Ret: Auto Care Center
Office (sf)	46,897	46.897	2.89	Com: General Office Bldg.
Government Office (sf)	78,952	78.952	4.84	Com: Gove. Office Bldg.
Retail/Commercial (sf)	576,545	576.545	35.39	Ret: Strip Mall
Restaurant (sf)	10,000	10.000	0.61	Rec: High Turnover Sit dowr

	Project			Change from
Land Use	**(DU or SF)**	**(ksf)**	**Acres**	**Existing**
Residential-Apartments (DU's)	890		8.88	848
Single Family Residential (DU's)	42	75.6	6.54	-17
Public Facility	910			0
Community Center	55,173	94.149	5.77	0
Communication Facilities (sf)	38,066			0
Industrial (sf)	44,363	44.363	2.28	10,719
Manufacturing	0	0.000	0	-23,740
Medical Office (sf)	0	0.000	0	-11,910
Auto Repair (sf)	0	0.000	0	-10,701
Office (sf)	67,931	67.931	2.59	21,034
Government Office (sf)	57,136	57.136	2.17	-21,816
Retail/Commercial (sf)	853,369	853.369	32.50	276,824
Restaurant (sf)	58,729	58.729	2.24	48,729

Baldwin Park
Assumptions and CalEEMod Inputs

Land Use Modeled:

Because this is an infill landuse project, some of the original land uses may stay while others are removed and re-built. Because we do not know the specifics, as a conservative analysis we are assuming that if the new development increases land uses over the existing that just the additional land uses will be constructed. For example, residential apartments under the existing condition have 12 dwelling units while there are 890 under the new development. Therefore, modeling assumes 848 new apartments under the new development. Where there is a decrease in land use from existing, we assume those land uses are removed. For example, single family residences under existing conditions have 59. Under project conditions there will only be 42, that means that 17 are removed. This is will result in net emissions that do not assume newer efficiency standards for buildings that may not be removed and rebuilt. The following represents the land uses modeled to determine the net emissions for the proposed project.

Existing Scenario

	(DU or SF)	(ksf)	Acres	Modeled As
Single Family Residential (DU's)	17		1.19	Res: Single Family
Manufacturing	23,740	23.740	1.58	Ind: Manufacturing
Medical Office (sf)	11,910	11.910	0.72	Com: Medical Office Bld
Auto Repair (sf)	10,701	10.701	0.67	Ret: Auto Care Center
Government Office (sf)	21,816	21.816	2.66	Com: Gove. Office Bldg.

Project Scenario

	(DU or SF)	(ksf)	Acres	Modeled As
Residential-Apartments (DU's)	848		8.35	Res: Appartment (Mid)
Industrial (sf)	10,719	10.719	0.55	Ind: General Light Ind.
Office (sf)	21,034	21.034	0.80	Com: General Office Bldg.
Retail/Commercial (sf)	276,824	276.824	10.54	Ret: Strip Mall
Restaurant (sf)	48,729	48.729	1.86	Rec: High Turnover Sit dowr

Population	Project	Existing	Net
residents (4.4 persons per houshold)	3740	75	3665
employees (383 sqft/employee)	933	178	755
	4673	253	4420

Operational Mobile Sources:

Trip Rate: *Shaded values are those values that are incorporated into the modeling.

	Existing		Project	
Land Use	# Daily Trips	Trip Rate (DU or Ksf)	# Daily Trips	Trip Rate (DU or Ksf)
Residential-Apartments (DU's)	246	5.857	4,187	4.704
Single Family Residential (DU's)	495	8.390	346	8.238
Public Facility	0		0	
Community Center	1866	22.855	1,866	22.855
Communication Facilities (sf)	265		265	
Industrial (sf)	229	6.807	278	6.266
Manufacturing	89	3.749	0	0.000
Medical Office (sf)	379	31.822	0	0.000
Auto Repair (sf)	429	40.090	0	0.000
Office (sf)	508	10.832	675	9.937
Government Office (sf)	5333	67.547	3,544	62.027
Retail/Commercial (sf)	21797	37.806	26,963	31.596
Restaurant (sf)	914	91.400	4,077	69.421

Baldwin Park
Assumptions and CalEEMod Inputs

Area:	**Existing**	**Project**	
Woodstoves:	0	0	SCAQMD Requirement
Fireplaces:	Default	"Mitigated" to Gas only - per SCAQMD Requirement	

Water/Wastewater:

Water Usage

		Existing			Project	
Land use type	AFY	Gallons	Gallons/Unit	AFY	Gallons	Gallons/Unit
Residential	26.4	8,602,477.84	85,173.05	94.99	30,952,627.65	33,210.97
Non-Residential	112.1	36,527,945.67	41.20	100.96	32,897,960.70	27.98

3.06888E-06 gallons per acre foot

	Existing		**Project**		*Shaded areas applied to model
Land Use:	**Internal (gal/y)**	**External (gal/y)**	**Internal (gal/y)**	**External (gal/y)**	
Residential-Apartments (DU's)	3,188,640.00	388,628.01	26,346,663.72	3,211,103.02	
Single Family Residential (DU's)	4,479,280.00	545,929.83	1,243,325.70	151,535.20	Residential:
Public Facility					89.14% %indoor
Community Center	3,530,587.50	348,625.30	2,397,728.29	236,761.94	10.86% %outdoor
Communication Facilities (sf)					Commercial/Industrial:
Industrial (sf)	1,261,650.00	124,580.71	1,241,371.55	0.00	91.01% %indoor
Manufacturing	978,157.09	0.00	0.00	0.00	8.99% %outdoor
Medical Office (sf)	446,625.00	44,101.66	0.00	0.00	
Auto Repair (sf)	401,287.50	39,624.84	0.00	0.00	
Office (sf)	1,758,637.50	173,655.38	1,730,024.54	170,830.02	
Government Office (sf)	2,960,700.00	292,352.17	1,455,104.18	143,683.21	
Retail/Commercial (sf)	21,620,437.50	2,134,894.40	21,733,077.11	2,146,016.92	
Restaurant (sf)	375,000.00	37,029.10	1,495,673.72	147,689.22	
		0.00		0.00	
		8,602,477.84		30,952,627.65	
		36,527,945.67		32,897,960.70	

** No septic tanks

	Septic Tank %	Aerobic	Lagoons
CalEEMod Default	10.33	87.46	2.21
% total		0.98	0.02
Revised		97.54	2.46

Solid Waste:

	Existing		**Existing**	
Land Use:	**lbs/year**	**tons/year**	**lbs/year**	**tons/year**
Residential-Apartments (DU's)	N/A		3,785,429.60	1,892.71
Single Family Residential (DU's)	75,887.15	37.94	N/A	
Industrial (sf)	N/A		16,078.50	8.04
Manufacturing	105,974.17	52.99	N/A	
Medical Office (sf)	53,165.64	26.58	N/A	
Auto Repair (sf)	47,768.73	23.88	N/A	
Office (sf)	N/A		31,551.00	15.78
Government Office (sf)	97,385.53	48.69	N/A	
Retail/Commercial (sf)	N/A		415,236.30	207.62
Restaurant (sf)	N/A		73,093.50	36.55

Baldwin Park
Assumptions and CalEEMod Inputs

Mitigation applied to equal Current Regulations (considered Unmitigated Condition):

		Existing	Project
1	Fireplace set to Natural Gas Only	No	Yes
2	15% greater than Title 24 (difference between 2008 and 2013)	No	Yes
3	20% water reduction (Based on Cal Green requirement)	No	Yes
4	50% waste reduction (Currently achieved in California)	Yes	Yes

CONSTRUCTION INFORMATION

Because this is a specific plan, there is not a given construction schedule. For the purposes of modeling, it is assumed that 10% of the total new development would be constructed in any given year as a worst case scenario. Becasue there is no change in the Public Facililty, Community center, or communications facilities land uses between existing and residential, it was assumed for the purposes of construction that there would be no change in these landuses and therefore the squarefootage of these buildings were eliminated from the construction scenario. For the remaining land use types it is assumed that all existing buildings would be removed and rebuilt. It is also assumed that phases could overlap as more than one individual project could occur at the same time. The construction information provided below represents the non-default conditions that were input into CalEEMod.

Construction schedule based on CalEEMod assumptions.

Phase	Starte Date	End Date	# Days	Days/week
Demolition	1/1/2016	4/21/2016	80	5
Excavation	2/1/2016	5/20/2016	80	5
Building Construction	2/1/2016	12/16/2016	230	5
Paving	2/1/2016	5/20/2016	80	5
Architectural Coating	6/1/2016	12/27/2016	150	5

Land Use to be Constructed per year	**(DU or SF)**	**(ksf)**	**Acres**
Residential-Apartments (DU's)	89.00		0.89
Single Family Residential (DU's)	5.00		0.66
Industrial (sf)	4,436.30	4.44	0.23
Office (sf)	6,793.10	6.79	0.26
Government Office (sf)	5,713.60	5.71	0.22
Retail/Commercial (sf)	85,336.92	85.34	3.25
Restaurant (sf)	5,872.90	5.87	0.22

Square footage of demolition 199,053.800 (based on 10 percent of the existing land use)

Grading/Excavation:

Maximum daily acres of disturbance: 1.5 acres (based on AQMD sheet)

Assumes that all materials are balanced onsite.

Mitigation Applied to Construction Activities

Measure AIR-1: Reduce emissions from construction equipment engine exhaust. The following shall be implemented to reduce ROG, NO_x, CO, PM_{10}, and $PM_{2.5}$ emissions. The proposed Project shall require that all onsite vehicles and equipment with horsepower greater than 50 shall meet, at a minimum, USEPA Tier IV interim engine certification requirements. If Tier IV interim equipment is not available, the Applicant may apply other available technologies available for construction equipment such that it would achieve a comparable reduction in NOx and PM emissions comparable to that of Tier IV construction equipment. Where alternatives to USEPA Tier IV are chosen for the proposed Project, the Applicant shall be required to show evidence to the City that these alternative technologies would achieve comparable emissions reductions. Certifications or alternative reduction strategies shall be required prior to receiving a construction permit.

Measure AIR-3: Reduce fugitive dust (PM_{10} and $PM_{2.5}$) emissions. To reduce fugitive dust emissions from grading, excavation, and other ground preparation activities, all active construction areas shall be watered at least 4 times daily. Watering should be sufficient to prevent airborne dust from leaving the site. Increased watering frequency may be necessary whenever wind speeds exceed 15 miles per hour. Reclaimed water should be used whenever possible.

Baldwin Park

Criteria Pollutant Construction Emissions

Emissions	Pollutant					
Construction Activities	**Estimated Maximum Daily Emissions (lbs/day)**					
	ROG	**NO_X**	**CO**	**SO_2**	**PM_{10}**	**$PM_{2.5}$**
2016 - Unmitigated						
Demolition						
Fugitive Dust Emissions	-	-	-	-	1.05	0.16
Off-Road Emissions	4.29	45.66	35.03	0.04	3.34	2.14
On-Road Emissions	0.28	3.38	3.59	0.01	0.41	0.14
Total Emissions	**4.57**	**49.03**	**38.62**	**0.05**	**4.80**	**2.44**
Regional Significance Threshold	*75*	*100*	*550*	*150*	*150*	*55*
Significant Impact?	No	No	No	No	No	No
Grading						
Fugitive Dust Emissions	-	-	-	-	2.63	1.42
Off-Road Emissions	3.67	38.45	26.08	0.03	2.20	2.02
On-Road Emissions	0.07	0.09	1.04	0.00	0.17	0.05
Total Emissions	**3.74**	**38.54**	**27.12**	**0.03**	**5.00**	**3.49**
Regional Significance Threshold	*75*	*100*	*550*	*150*	*150*	*55*
Significant Impact?	No	No	No	No	No	No
Building Construction						
Off-Road Emissions	3.41	28.51	18.51	0.03	1.97	1.85
On-Road Emissions	0.73	3.15	10.11	0.02	1.36	0.40
Total Emissions	**4.14**	**31.65**	**28.62**	**0.05**	**3.33**	**2.25**
Regional Significance Threshold	*75*	*100*	*550*	*150*	*150*	*55*
Significant Impact?	No	No	No	No	No	No
Paving						
Off-Road Emissions	2.09	22.39	14.82	0.02	1.26	1.16
On-Road Emissions	0.07	0.09	1.04	0.00	0.17	0.05
Total Emissions	**2.16**	**22.48**	**15.86**	**0.02**	**1.43**	**1.21**
Regional Significance Threshold	*75*	*100*	*550*	*150*	*150*	*55*
Significant Impact?	No	No	No	No	No	No
Architectural Coating						
Off-Road Emissions	22.19	2.73	1.88	0.00	0.20	0.20
On-Road Emissions	0.09	0.12	1.39	0.00	0.23	0.06
Total Emissions	**22.28**	**2.86**	**3.27**	**0.01**	**0.42**	**0.26**
Regional Significance Threshold	*75*	*100*	*550*	*150*	*150*	*55*
Significant Impact?	No	No	No	No	No	No

Baldwin Park

Criteria Pollutant Construction Emissions

Emissions	Pollutant					
Construction Activities	**Estimated Maximum Daily Emissions (lbs/day)**					
	ROG	**NO_X**	**CO**	**SO_2**	**PM_{10}**	**$PM_{2.5}$**
Phase Overlap - Unmitigated						
Demolition & Grading						
Total Emissions	8.30	87.57	65.74	0.08	9.80	5.93
Regional Significance Threshold	*75*	*100*	*550*	*150*	*150*	*55*
Significant Impact?	No	No	No	No	No	No
Demoligion, Grading, Paving & Building Construction						
Total Emissions	14.60	141.70	110.21	0.15	14.56	9.38
Regional Significance Threshold	*75*	*100*	*550*	*150*	*150*	*55*
Significant Impact?	No	YES	No	No	No	No
Demoligion, Grading, Building Construction & Architectural Coating						
Total Emissions	32.74	112.91	84.86	0.11	11.65	7.39
Regional Significance Threshold	*75*	*100*	*550*	*150*	*150*	*55*
Significant Impact?	No	YES	No	No	No	No
Demoligion, Grading, Paving, Building Construction & Architectural Coating						
Total Emissions	36.88	144.56	113.48	0.16	14.98	9.64
Regional Significance Threshold	*75*	*100*	*550*	*150*	*150*	*55*
Significant Impact?	No	YES	No	No	No	No
Demoligion, Grading, Grading, Paving, Building Construction & Architectural Coating						
Total Emissions	40.62	183.10	140.60	0.19	19.98	13.13
Regional Significance Threshold	*75*	*100*	*550*	*150*	*150*	*55*
Significant Impact?	No	YES	No	No	No	No

NOTE: Construction emissions would be slightly different during the summer and winter seasons. Maximum daily emissions of ROG and NO_X would generally be higher during the winter while emissions of CO and SO_2 would generally be higher in the summer. The maximum emissions for

Baldwin Park

Criteria Pollutant Construction Emissions

Emissions	Pollutant					
Construction Activities	Estimated Maximum Daily Emissions (lbs/day)					
	ROG	NO_X	CO	SO_2	PM_{10}	$PM_{2.5}$
2016 - Mitigated						
Demolition						
Fugitive Dust Emissions	-	-	-	-	0.72	0.11
Off-Road Emissions	0.60	13.88	25.26	0.04	0.06	0.06
On-Road Emissions	0.28	3.38	3.59	0.00	0.41	0.14
Total Emissions	**0.88**	**17.25**	**28.85**	**0.04**	**1.20**	**0.32**
Regional Significance Threshold	*75*	*100*	*550*	*150*	*150*	*55*
Significant Impact?	No	No	No	No	No	No
Grading						
Fugitive Dust Emissions	-	-	-	-	1.81	0.98
Off-Road Emissions	0.49	11.42	20.38	0.03	0.05	0.05
On-Road Emissions	0.07	0.09	1.04	0.00	0.17	0.05
Total Emissions	**0.56**	**11.52**	**21.42**	**0.03**	**2.03**	**1.07**
Regional Significance Threshold	*75*	*100*	*550*	*150*	*150*	*55*
Significant Impact?	No	No	No	No	No	No
Building Construction						
Off-Road Emissions	1.05	11.02	18.29	0.03	0.18	0.18
On-Road Emissions	0.73	3.15	10.11	0.02	1.36	0.40
Total Emissions	**1.78**	**14.17**	**28.40**	**0.05**	**1.54**	**0.58**
Regional Significance Threshold	*75*	*100*	*550*	*150*	*150*	*55*
Significant Impact?	No	No	No	No	No	No
Paving						
Off-Road Emissions	0.33	9.83	16.93	0.02	0.04	0.04
On-Road Emissions	0.07	0.09	1.04	0.00	0.17	0.05
Total Emissions	**0.40**	**9.92**	**17.97**	**0.02**	**0.21**	**0.08**
Regional Significance Threshold	*75*	*100*	*550*	*150*	*150*	*55*
Significant Impact?	No	No	No	No	No	No
Architectural Coating						
Off-Road Emissions	21.87	1.06	1.83	0.00	0.00	0.00
On-Road Emissions	0.09	0.12	0.14	0.00	0.23	0.06
Total Emissions	**21.97**	**1.18**	**1.97**	**0.01**	**0.23**	**0.07**
Regional Significance Threshold	*75*	*100*	*550*	*150*	*150*	*55*
Significant Impact?	No	No	No	No	No	No

Baldwin Park

Criteria Pollutant Construction Emissions

Emissions	Pollutant					
Construction Activities	**Estimated Maximum Daily Emissions (lbs/day)**					
	ROG	**NO_X**	**CO**	**SO_2**	**PM_{10}**	**$PM_{2.5}$**
Phase Overlap - Mitigated						
Demolition & Grading						
Total Emissions	1.44	28.77	50.27	0.07	3.23	1.39
Regional Significance Threshold	*75*	*100*	*550*	*150*	*150*	*55*
Significant Impact?	No	No	No	No	No	No
Demoligion, Grading, Paving & Building Construction						
Total Emissions	3.62	52.86	96.63	0.14	4.98	2.05
Regional Significance Threshold	*75*	*100*	*550*	*150*	*150*	*55*
Significant Impact?	No	No	No	No	No	No
Demoligion, Grading, Building Construction & Architectural Coating						
Total Emissions	23.81	39.87	70.21	0.10	3.66	1.54
Regional Significance Threshold	*75*	*100*	*550*	*150*	*150*	*55*
Significant Impact?	No	No	No	No	No	No
Demoligion, Grading, Paving, Building Construction & Architectural Coating						
Total Emissions	25.59	54.04	98.60	0.15	5.21	2.11
Regional Significance Threshold	*75*	*100*	*550*	*150*	*150*	*55*
Significant Impact?	No	No	No	No	No	No
Demoligion, Grading, Grading, Paving, Building Construction & Architectural Coating						
Total Emissions	26.15	65.56	120.02	0.18	7.24	3.19
Regional Significance Threshold	*75*	*100*	*550*	*150*	*150*	*55*
Significant Impact?	No	No	No	No	No	No

NOTE: Construction emissions would be slightly different during the summer and winter seasons. Maximum daily emissions of ROG and NO_X would generally be higher during the winter while emissions of CO and SO_2 would generally be higher in the summer. The maximum emissions for

Baldwin Park

Construction Localized Significance

Source Receptor Area 9 East San Gabriel Valley

Unmitigated

Emissions	Pollutant			
Source	**NO_X**	**CO**	**PM_{10}**	**$PM_{2.5}$**
Daily (lbs/day)				
Demolition	45.69	35.07	4.39	2.30
Grading	38.45	26.09	4.83	3.44
Building Construction	28.55	18.66	1.99	1.85
Paving	22.39	14.83	1.26	1.16
Architectural Coating	2.73	1.90	0.20	0.20
Demolition & Grading	84.14	61.16	9.22	5.74
Demolition, Grading, Paving & Building Construction	135.08	94.65	12.47	8.76
Demolition, Grading, Building Construction & Architectural Coating	115.43	81.72	11.41	7.79
Demolition, Gradint, Paving, Building Construction & Architectural Coating	166.37	115.22	14.66	10.81
Demolition, Gradint, Grading, Paving, Building Construction & Architectural Coating	204.82	141.31	19.49	14.25
SCAQMD Thresholds				
1-acre	89	623	5	3
2-acre	128	953	7	5
5-acre	203	1733	14	8
Significant	**YES**	**No**	**YES**	**YES**
Source: ESA CalEEMod Modeling January 16, 2015				

Baldwin Park

Construction Localized Significance

Source Receptor Area 9 East San Gabriel Valley

Baldwin Park

Construction Localized Significance

Source Receptor Area 9 East San Gabriel Valley

Mitigated

Emissions	Pollutant			
Source	**NO_X**	**CO**	**PM_{10}**	**$PM_{2.5}$**
Daily (lbs/day)				
Demolition	13.91	25.30	0.79	0.17
Grading	11.43	20.39	1.86	1.03
Building Construction	11.07	18.44	0.20	0.19
Paving	9.83	16.94	0.04	0.04
Architectural Coating	1.06	1.83	0.01	0.00
Demolition & Grading	25.34	45.69	2.65	1.20
Demolition, Grading, Paving & Building Construction	46.23	81.08	2.89	1.42
Demolition, Grading, Building Construction & Architectural Coating	37.47	65.97	2.86	1.39
Demolition, Gradint, Paving, Building Construction & Architectural Coating	58.37	101.35	3.10	1.62
Demolition, Gradint, Paving, Building Construction & Architectural Coating	69.79	121.75	4.96	2.64
SCAQMD Thresholds				
1-acre	89	623	5	3
2-acre	128	953	7	5
5-acre	203	1733	14	8
Significant	**No**	**No**	**No**	**No**
Source: ESA CalEEMod Modeling January 16, 2015				

Baldwin Park

Construction Localized Significance

Source Receptor Area 9 East San Gabriel Valley

Baldwin Park - One Year Construction - With Phase Overlap - Unmitigated

Los Angeles-South Coast County, Winter

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Apartments Mid Rise	89.00	Dwelling Unit	0.89	89,000.00	255
Single Family Housing	5.00	Dwelling Unit	0.66	9,000.00	14
General Light Industry	4.44	1000sqft	0.23	4,440.00	0
General Office Building	6.79	1000sqft	0.23	6,790.00	0
Government Office Building	5.71	1000sqft	0.22	5,710.00	0
Strip Mall	85.34	1000sqft	3.25	85,340.00	0
High Turnover (Sit Down Restaurant)	5.87	1000sqft	0.22	5,870.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	33
Climate Zone	9			**Operational Year**	2017
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	630.89	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics - Construction only. Construction is assumed as a maximum of 10% of buildout per year. Using 2016 s a conservative construction year estimate. Pases anticipated to overlap. No operational emissions.

Land Use - 10% of total potential new development

Construction Phase - Assumes that several projects will be conducted throught the year so that not all demolition/grading/etc will occur at one time.

Off-road Equipment -

Off-road Equipment -

Off-road Equipment -

Demolition - Based on 10% of existing buildings that could be replaced

Vehicle Trips - No operational

Woodstoves - No Operational

Area Coating - No operational emissions

Energy Use - No operational emissions

Water And Wastewater - no operational emissions

Solid Waste - No operational emissions

Construction Off-road Equipment Mitigation - Mitigation represents compliance with SCAQMD Rule 403 only. Therefore this represents the "unmitigated" project construction emissions

Table Name	Column Name	Default Value	New Value
tblAreaCoating	ReapplicationRatePercent	10	0
tblConstructionPhase	NumDays	20.00	150.00
tblConstructionPhase	NumDays	20.00	80.00
tblConstructionPhase	NumDays	20.00	80.00
tblConstructionPhase	NumDays	20.00	80.00
tblConstructionPhase	PhaseEndDate	12/16/2016	12/27/2016
tblConstructionPhase	PhaseEndDate	4/7/2017	12/16/2016
tblConstructionPhase	PhaseEndDate	8/11/2016	5/20/2016
tblConstructionPhase	PhaseEndDate	4/7/2017	5/20/2016
tblConstructionPhase	PhaseStartDate	5/21/2016	6/1/2016
tblConstructionPhase	PhaseStartDate	5/21/2016	2/1/2016

tblConstructionPhase	PhaseStartDate	4/22/2016	2/1/2016
tblConstructionPhase	PhaseStartDate	12/17/2016	2/1/2016
tblEnergyUse	LightingElect	741.44	0.00
tblEnergyUse	LightingElect	3.55	0.00
tblEnergyUse	LightingElect	4.29	0.00
tblEnergyUse	LightingElect	4.29	0.00
tblEnergyUse	LightingElect	8.84	0.00
tblEnergyUse	LightingElect	1,608.84	0.00
tblEnergyUse	LightingElect	7.04	0.00
tblEnergyUse	NT24E	2,553.86	0.00
tblEnergyUse	NT24E	5.75	0.00
tblEnergyUse	NT24E	4.62	0.00
tblEnergyUse	NT24E	4.62	0.00
tblEnergyUse	NT24E	28.16	0.00
tblEnergyUse	NT24E	5,089.81	0.00
tblEnergyUse	NT24NG	1,718.92	0.00
tblEnergyUse	NT24NG	4.45	0.00
tblEnergyUse	NT24NG	0.39	0.00
tblEnergyUse	NT24NG	0.39	0.00
tblEnergyUse	NT24NG	187.78	0.00
tblEnergyUse	NT24NG	5,856.92	0.00
tblEnergyUse	NT24NG	0.49	0.00
tblEnergyUse	T24E	246.66	0.00
tblEnergyUse	T24E	2.75	0.00
tblEnergyUse	T24E	5.62	0.00
tblEnergyUse	T24E	5.62	0.00
tblEnergyUse	T24E	9.91	0.00
tblEnergyUse	T24E	596.10	0.00

tblEnergyUse	T24E	4.90	0.00
tblEnergyUse	T24NG	8,201.59	0.00
tblEnergyUse	T24NG	14.36	0.00
tblEnergyUse	T24NG	10.54	0.00
tblEnergyUse	T24NG	10.54	0.00
tblEnergyUse	T24NG	45.23	0.00
tblEnergyUse	T24NG	23,944.02	0.00
tblEnergyUse	T24NG	1.21	0.00
tblFireplaces	FireplaceDayYear	25.00	0.00
tblFireplaces	FireplaceDayYear	25.00	0.00
tblFireplaces	FireplaceHourDay	3.00	0.00
tblFireplaces	FireplaceHourDay	3.00	0.00
tblFireplaces	FireplaceWoodMass	1,019.20	0.00
tblFireplaces	FireplaceWoodMass	1,019.20	0.00
tblFireplaces	NumberGas	75.65	0.00
tblFireplaces	NumberGas	4.25	0.00
tblFireplaces	NumberNoFireplace	8.90	89.00
tblFireplaces	NumberNoFireplace	0.50	17.00
tblFireplaces	NumberWood	4.45	0.00
tblFireplaces	NumberWood	0.25	0.00
tblGrading	AcresOfGrading	40.00	10.00
tblLandUse	LotAcreage	2.34	0.89
tblLandUse	LotAcreage	1.62	0.66
tblLandUse	LotAcreage	0.10	0.23
tblLandUse	LotAcreage	0.16	0.23
tblLandUse	LotAcreage	0.13	0.22
tblLandUse	LotAcreage	1.96	3.25
tblLandUse	LotAcreage	0.13	0.22

tblProjectCharacteristics	OperationalYear	2014	2017
tblSolidWaste	SolidWasteGenerationRate	40.94	0.00
tblSolidWaste	SolidWasteGenerationRate	5.51	0.00
tblSolidWaste	SolidWasteGenerationRate	6.31	0.00
tblSolidWaste	SolidWasteGenerationRate	5.31	0.00
tblSolidWaste	SolidWasteGenerationRate	69.85	0.00
tblSolidWaste	SolidWasteGenerationRate	5.74	0.00
tblSolidWaste	SolidWasteGenerationRate	89.61	0.00
tblVehicleTrips	ST_TR	7.16	0.00
tblVehicleTrips	ST_TR	1.32	0.00
tblVehicleTrips	ST_TR	2.37	0.00
tblVehicleTrips	ST_TR	158.37	0.00
tblVehicleTrips	ST_TR	10.08	0.00
tblVehicleTrips	ST_TR	42.04	0.00
tblVehicleTrips	SU_TR	6.07	0.00
tblVehicleTrips	SU_TR	0.68	0.00
tblVehicleTrips	SU_TR	0.98	0.00
tblVehicleTrips	SU_TR	131.84	0.00
tblVehicleTrips	SU_TR	8.77	0.00
tblVehicleTrips	SU_TR	20.43	0.00
tblVehicleTrips	WD_TR	6.59	0.00
tblVehicleTrips	WD_TR	6.97	0.00
tblVehicleTrips	WD_TR	11.01	0.00
tblVehicleTrips	WD_TR	68.93	0.00
tblVehicleTrips	WD_TR	127.15	0.00
tblVehicleTrips	WD_TR	9.57	0.00
tblVehicleTrips	WD_TR	44.32	0.00
tblWater	IndoorWaterUseRate	5,798,708.28	0.00

tblWater	IndoorWaterUseRate	1,026,750.00	0.00
tblWater	IndoorWaterUseRate	1,206,812.15	0.00
tblWater	IndoorWaterUseRate	1,134,346.81	0.00
tblWater	IndoorWaterUseRate	1,781,742.89	0.00
tblWater	IndoorWaterUseRate	325,770.13	0.00
tblWater	IndoorWaterUseRate	6,321,348.98	0.00
tblWater	OutdoorWaterUseRate	3,655,707.39	0.00
tblWater	OutdoorWaterUseRate	739,659.06	0.00
tblWater	OutdoorWaterUseRate	695,244.82	0.00
tblWater	OutdoorWaterUseRate	113,728.27	0.00
tblWater	OutdoorWaterUseRate	205,376.82	0.00
tblWater	OutdoorWaterUseRate	3,874,375.18	0.00
tblWoodstoves	NumberCatalytic	4.45	0.00
tblWoodstoves	NumberCatalytic	0.25	0.00
tblWoodstoves	NumberNoncatalytic	4.45	0.00
tblWoodstoves	NumberNoncatalytic	0.25	0.00
tblWoodstoves	WoodstoveDayYear	25.00	0.00
tblWoodstoves	WoodstoveDayYear	25.00	0.00
tblWoodstoves	WoodstoveWoodMass	999.60	0.00
tblWoodstoves	WoodstoveWoodMass	999.60	0.00

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2016	26.4195	141.7029	110.0827	0.1535	10.6186	7.8202	18.4388	4.2348	7.2608	11.4956	0.0000	15,334.9550	15,334.9550	3.5154	0.0000	15,408.7778
Total	**26.4195**	**141.7029**	**110.0827**	**0.1535**	**10.6186**	**7.8202**	**18.4388**	**4.2348**	**7.2608**	**11.4956**	**0.0000**	**15,334.9550**	**15,334.9550**	**3.5154**	**0.0000**	**15,408.7778**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2016	26.4195	141.7029	110.0827	0.1535	5.6929	7.8202	13.5131	2.1192	7.2608	9.3800	0.0000	15,334.9550	15,334.9550	3.5154	0.0000	15,408.7778
Total	**26.4195**	**141.7029**	**110.0827**	**0.1535**	**5.6929**	**7.8202**	**13.5131**	**2.1192**	**7.2608**	**9.3800**	**0.0000**	**15,334.9550**	**15,334.9550**	**3.5154**	**0.0000**	**15,408.7778**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**46.39**	**0.00**	**26.71**	**49.96**	**0.00**	**18.40**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	4.3268	0.0914	7.8445	4.1000e-004		0.0426	0.0426		0.0426	0.0426	0.0000	13.9876	13.9876	0.0141	0.0000	14.2833
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	**4.3268**	**0.0914**	**7.8445**	**4.1000e-004**	**0.0000**	**0.0426**	**0.0426**	**0.0000**	**0.0426**	**0.0426**	**0.0000**	**13.9876**	**13.9876**	**0.0141**	**0.0000**	**14.2833**

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	4.3268	0.0914	7.8445	4.1000e-004		0.0426	0.0426		0.0426	0.0426	0.0000	13.9876	13.9876	0.0141	0.0000	14.2833
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	**4.3268**	**0.0914**	**7.8445**	**4.1000e-004**	**0.0000**	**0.0426**	**0.0426**	**0.0000**	**0.0426**	**0.0426**	**0.0000**	**13.9876**	**13.9876**	**0.0141**	**0.0000**	**14.2833**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	1/1/2016	4/21/2016	5	80	
2	Grading	Grading	2/1/2016	5/20/2016	5	80	
3	Building Construction	Building Construction	2/1/2016	12/16/2016	5	230	
4	Paving	Paving	2/1/2016	5/20/2016	5	80	
5	Architectural Coating	Architectural Coating	6/1/2016	12/27/2016	5	150	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 10

Acres of Paving: 0

Residential Indoor: 198,450; Residential Outdoor: 66,150; Non-Residential Indoor: 162,225; Non-Residential Outdoor: 54,075 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Architectural Coating	Air Compressors	1	6.00	78	0.48
Demolition	Excavators	3	8.00	162	0.38
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Grading	Excavators	1	8.00	162	0.38
Building Construction	Cranes	1	7.00	226	0.29
Building Construction	Forklifts	3	8.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Paving	Pavers	2	8.00	125	0.42
Paving	Rollers	2	8.00	80	0.38
Demolition	Rubber Tired Dozers	2	8.00	255	0.40
Grading	Rubber Tired Dozers	1	8.00	255	0.40
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Grading	Graders	1	8.00	174	0.41
Grading	Tractors/Loaders/Backhoes	3	8.00	97	0.37
Paving	Paving Equipment	2	8.00	130	0.36
Building Construction	Welders	1	8.00	46	0.45

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	6	15.00	0.00	905.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Grading	6	15.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	102.00	28.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	20.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Use Soil Stabilizer

Replace Ground Cover

Water Exposed Area

Reduce Vehicle Speed on Unpaved Roads

Clean Paved Roads

3.2 Demolition - 2016

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					2.4492	0.0000	2.4492	0.3708	0.0000	0.3708			0.0000			0.0000
Off-Road	4.2876	45.6559	35.0303	0.0399		2.2921	2.2921		2.1365	2.1365		4,089.2841	4,089.2841	1.1121		4,112.6374
Total	**4.2876**	**45.6559**	**35.0303**	**0.0399**	**2.4492**	**2.2921**	**4.7414**	**0.3708**	**2.1365**	**2.5074**		**4,089.2841**	**4,089.2841**	**1.1121**		**4,112.6374**

3.2 Demolition - 2016

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.2110	3.2826	2.6083	8.4300e-003	0.1970	0.0471	0.2441	0.0539	0.0433	0.0972		849.4753	849.4753	6.3800e-003		849.6092
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0695	0.0932	0.9771	2.0600e-003	0.1677	1.5900e-003	0.1693	0.0445	1.4600e-003	0.0459		174.0047	174.0047	0.0100		174.2154
Total	**0.2805**	**3.3759**	**3.5854**	**0.0105**	**0.3647**	**0.0487**	**0.4133**	**0.0984**	**0.0448**	**0.1432**		**1,023.4800**	**1,023.4800**	**0.0164**		**1,023.8246**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					1.0471	0.0000	1.0471	0.1585	0.0000	0.1585			0.0000			0.0000
Off-Road	4.2876	45.6559	35.0303	0.0399		2.2921	2.2921		2.1365	2.1365	0.0000	4,089.2841	4,089.2841	1.1121		4,112.6374
Total	**4.2876**	**45.6559**	**35.0303**	**0.0399**	**1.0471**	**2.2921**	**3.3392**	**0.1585**	**2.1365**	**2.2951**	**0.0000**	**4,089.2841**	**4,089.2841**	**1.1121**		**4,112.6374**

3.2 Demolition - 2016

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.2110	3.2826	2.6083	8.4300e-003	0.1970	0.0471	0.2441	0.0539	0.0433	0.0972		849.4753	849.4753	6.3800e-003		849.6092
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0695	0.0932	0.9771	2.0600e-003	0.1677	1.5900e-003	0.1693	0.0445	1.4600e-003	0.0459		174.0047	174.0047	0.0100		174.2154
Total	**0.2805**	**3.3759**	**3.5854**	**0.0105**	**0.3647**	**0.0487**	**0.4133**	**0.0984**	**0.0448**	**0.1432**		**1,023.4800**	**1,023.4800**	**0.0164**		**1,023.8246**

3.3 Grading - 2016

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					6.1547	0.0000	6.1547	3.3245	0.0000	3.3245			0.0000			0.0000
Off-Road	3.6669	38.4466	26.0787	0.0298		2.1984	2.1984		2.0225	2.0225		3,093.7889	3,093.7889	0.9332		3,113.3860
Total	**3.6669**	**38.4466**	**26.0787**	**0.0298**	**6.1547**	**2.1984**	**8.3531**	**3.3245**	**2.0225**	**5.3471**		**3,093.7889**	**3,093.7889**	**0.9332**		**3,113.3860**

3.3 Grading - 2016

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0695	0.0932	0.9771	2.0600e-003	0.1677	1.5900e-003	0.1693	0.0445	1.4600e-003	0.0459		174.0047	174.0047	0.0100		174.2154
Total	**0.0695**	**0.0932**	**0.9771**	**2.0600e-003**	**0.1677**	**1.5900e-003**	**0.1693**	**0.0445**	**1.4600e-003**	**0.0459**		**174.0047**	**174.0047**	**0.0100**		**174.2154**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					2.6311	0.0000	2.6311	1.4212	0.0000	1.4212			0.0000			0.0000
Off-Road	3.6669	38.4466	26.0787	0.0298		2.1984	2.1984		2.0225	2.0225	0.0000	3,093.7889	3,093.7889	0.9332		3,113.3860
Total	**3.6669**	**38.4466**	**26.0787**	**0.0298**	**2.6311**	**2.1984**	**4.8295**	**1.4212**	**2.0225**	**3.4438**	**0.0000**	**3,093.7889**	**3,093.7889**	**0.9332**		**3,113.3860**

3.3 Grading - 2016

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0695	0.0932	0.9771	2.0600e-003	0.1677	1.5900e-003	0.1693	0.0445	1.4600e-003	0.0459		174.0047	174.0047	0.0100		174.2154
Total	**0.0695**	**0.0932**	**0.9771**	**2.0600e-003**	**0.1677**	**1.5900e-003**	**0.1693**	**0.0445**	**1.4600e-003**	**0.0459**		**174.0047**	**174.0047**	**0.0100**		**174.2154**

3.4 Building Construction - 2016

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	3.4062	28.5063	18.5066	0.0268		1.9674	1.9674		1.8485	1.8485		2,669.2864	2,669.2864	0.6620		2,683.1890
Total	**3.4062**	**28.5063**	**18.5066**	**0.0268**		**1.9674**	**1.9674**		**1.8485**	**1.8485**		**2,669.2864**	**2,669.2864**	**0.6620**		**2,683.1890**

3.4 Building Construction - 2016

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.2603	2.5118	3.4659	6.1100e-003	0.1746	0.0387	0.2133	0.0497	0.0356	0.0853		611.4979	611.4979	4.6600e-003		611.5957
Worker	0.4726	0.6340	6.6440	0.0140	1.1401	0.0108	1.1509	0.3024	9.9100e-003	0.3123		1,183.2317	1,183.2317	0.0682		1,184.6648
Total	**0.7329**	**3.1458**	**10.1099**	**0.0201**	**1.3147**	**0.0495**	**1.3642**	**0.3521**	**0.0455**	**0.3976**		**1,794.7296**	**1,794.7296**	**0.0729**		**1,796.2605**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	3.4062	28.5063	18.5066	0.0268		1.9674	1.9674		1.8485	1.8485	0.0000	2,669.2864	2,669.2864	0.6620		2,683.1890
Total	**3.4062**	**28.5063**	**18.5066**	**0.0268**		**1.9674**	**1.9674**		**1.8485**	**1.8485**	**0.0000**	**2,669.2864**	**2,669.2864**	**0.6620**		**2,683.1890**

3.4 Building Construction - 2016

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.2603	2.5118	3.4659	6.1100e-003	0.1746	0.0387	0.2133	0.0497	0.0356	0.0853		611.4979	611.4979	4.6600e-003		611.5957
Worker	0.4726	0.6340	6.6440	0.0140	1.1401	0.0108	1.1509	0.3024	9.9100e-003	0.3123		1,183.2317	1,183.2317	0.0682		1,184.6648
Total	**0.7329**	**3.1458**	**10.1099**	**0.0201**	**1.3147**	**0.0495**	**1.3642**	**0.3521**	**0.0455**	**0.3976**		**1,794.7296**	**1,794.7296**	**0.0729**		**1,796.2605**

3.5 Paving - 2016

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	2.0898	22.3859	14.8176	0.0223		1.2610	1.2610		1.1601	1.1601		2,316.3767	2,316.3767	0.6987		2,331.0495
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**2.0898**	**22.3859**	**14.8176**	**0.0223**		**1.2610**	**1.2610**		**1.1601**	**1.1601**		**2,316.3767**	**2,316.3767**	**0.6987**		**2,331.0495**

3.5 Paving - 2016

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0695	0.0932	0.9771	2.0600e-003	0.1677	1.5900e-003	0.1693	0.0445	1.4600e-003	0.0459		174.0047	174.0047	0.0100		174.2154
Total	**0.0695**	**0.0932**	**0.9771**	**2.0600e-003**	**0.1677**	**1.5900e-003**	**0.1693**	**0.0445**	**1.4600e-003**	**0.0459**		**174.0047**	**174.0047**	**0.0100**		**174.2154**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	2.0898	22.3859	14.8176	0.0223		1.2610	1.2610		1.1601	1.1601	0.0000	2,316.3767	2,316.3767	0.6987		2,331.0495
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**2.0898**	**22.3859**	**14.8176**	**0.0223**		**1.2610**	**1.2610**		**1.1601**	**1.1601**	**0.0000**	**2,316.3767**	**2,316.3767**	**0.6987**		**2,331.0495**

3.5 Paving - 2016

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0695	0.0932	0.9771	2.0600e-003	0.1677	1.5900e-003	0.1693	0.0445	1.4600e-003	0.0459		174.0047	174.0047	0.0100		174.2154
Total	**0.0695**	**0.0932**	**0.9771**	**2.0600e-003**	**0.1677**	**1.5900e-003**	**0.1693**	**0.0445**	**1.4600e-003**	**0.0459**		**174.0047**	**174.0047**	**0.0100**		**174.2154**

3.6 Architectural Coating - 2016

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	21.8193					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.3685	2.3722	1.8839	2.9700e-003		0.1966	0.1966		0.1966	0.1966		281.4481	281.4481	0.0332		282.1449
Total	**22.1877**	**2.3722**	**1.8839**	**2.9700e-003**		**0.1966**	**0.1966**		**0.1966**	**0.1966**		**281.4481**	**281.4481**	**0.0332**		**282.1449**

3.6 Architectural Coating - 2016

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0927	0.1243	1.3028	2.7400e-003	0.2236	2.1100e-003	0.2257	0.0593	1.9400e-003	0.0612		232.0062	232.0062	0.0134		232.2872
Total	**0.0927**	**0.1243**	**1.3028**	**2.7400e-003**	**0.2236**	**2.1100e-003**	**0.2257**	**0.0593**	**1.9400e-003**	**0.0612**		**232.0062**	**232.0062**	**0.0134**		**232.2872**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	21.8193					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.3685	2.3722	1.8839	2.9700e-003		0.1966	0.1966		0.1966	0.1966	0.0000	281.4481	281.4481	0.0332		282.1449
Total	**22.1877**	**2.3722**	**1.8839**	**2.9700e-003**		**0.1966**	**0.1966**		**0.1966**	**0.1966**	**0.0000**	**281.4481**	**281.4481**	**0.0332**		**282.1449**

3.6 Architectural Coating - 2016

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0927	0.1243	1.3028	2.7400e-003	0.2236	2.1100e-003	0.2257	0.0593	1.9400e-003	0.0612		232.0062	232.0062	0.0134		232.2872
Total	**0.0927**	**0.1243**	**1.3028**	**2.7400e-003**	**0.2236**	**2.1100e-003**	**0.2257**	**0.0593**	**1.9400e-003**	**0.0612**		**232.0062**	**232.0062**	**0.0134**		**232.2872**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Unmitigated	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Mid Rise	0.00	0.00	0.00		
General Light Industry	0.00	0.00	0.00		
General Office Building	0.00	0.00	0.00		
Government Office Building	0.00	0.00	0.00		
High Turnover (Sit Down Restaurant)	0.00	0.00	0.00		
Single Family Housing	0.00	0.00	0.00		
Strip Mall	0.00	0.00	0.00		
Total	0.00	0.00	0.00		

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Apartments Mid Rise	14.70	5.90	8.70	40.20	19.20	40.60	86	11	3
General Light Industry	16.60	8.40	6.90	59.00	28.00	13.00	92	5	3
General Office Building	16.60	8.40	6.90	33.00	48.00	19.00	77	19	4
Government Office Building	16.60	8.40	6.90	33.00	62.00	5.00	50	34	16
High Turnover (Sit Down	16.60	8.40	6.90	8.50	72.50	19.00	37	20	43
Single Family Housing	14.70	5.90	8.70	40.20	19.20	40.60	86	11	3
Strip Mall	16.60	8.40	6.90	16.60	64.40	19.00	45	40	15

4.4 Fleet Mix

LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
0.532559	0.058242	0.178229	0.125155	0.038934	0.006273	0.016761	0.032323	0.002478	0.003154	0.003685	0.000544	0.001663

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
NaturalGas Unmitigated	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Apartments Mid Rise	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
General Light Industry	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
General Office Building	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Government Office Building	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
High Turnover (Sit Down Restaurant)	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Single Family Housing	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Strip Mall	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
General Light Industry	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
General Office Building	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Government Office Building	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
High Turnover (Sit Down Restaurant)	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Single Family Housing	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Strip Mall	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Apartments Mid Rise	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	4.3268	0.0914	7.8445	4.1000e-004		0.0426	0.0426		0.0426	0.0426	0.0000	13.9876	13.9876	0.0141	0.0000	14.2833
Unmitigated	4.3268	0.0914	7.8445	4.1000e-004		0.0426	0.0426		0.0426	0.0426	0.0000	13.9876	13.9876	0.0141	0.0000	14.2833

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	4.0818					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.2450	0.0914	7.8445	4.1000e-004		0.0426	0.0426		0.0426	0.0426		13.9876	13.9876	0.0141		14.2833
Total	**4.3268**	**0.0914**	**7.8445**	**4.1000e-004**		**0.0426**	**0.0426**		**0.0426**	**0.0426**	**0.0000**	**13.9876**	**13.9876**	**0.0141**	**0.0000**	**14.2833**

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	4.0818					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.2450	0.0914	7.8445	4.1000e-004		0.0426	0.0426		0.0426	0.0426		13.9876	13.9876	0.0141		14.2833
Total	**4.3268**	**0.0914**	**7.8445**	**4.1000e-004**		**0.0426**	**0.0426**		**0.0426**	**0.0426**	**0.0000**	**13.9876**	**13.9876**	**0.0141**	**0.0000**	**14.2833**

7.0 Water Detail

7.1 Mitigation Measures Water

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

10.0 Vegetation

Baldwin Park - One Year Construction - With Phase Overlap - Unmitigated

Los Angeles-South Coast County, Summer

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Apartments Mid Rise	89.00	Dwelling Unit	0.89	89,000.00	255
Single Family Housing	5.00	Dwelling Unit	0.66	9,000.00	14
General Light Industry	4.44	1000sqft	0.23	4,440.00	0
General Office Building	6.79	1000sqft	0.23	6,790.00	0
Government Office Building	5.71	1000sqft	0.22	5,710.00	0
Strip Mall	85.34	1000sqft	3.25	85,340.00	0
High Turnover (Sit Down Restaurant)	5.87	1000sqft	0.22	5,870.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	33
Climate Zone	9			**Operational Year**	2017
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	630.89	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics - Construction only. Construction is assumed as a maximum of 10% of buildout per year. Using 2016 s a conservative construction year estimate. Pases anticipated to overlap. No operational emissions.

Land Use - 10% of total potential new development

Construction Phase - Assumes that several projects will be conducted throught the year so that not all demolition/grading/etc will occur at one time.

Off-road Equipment -

Off-road Equipment -

Off-road Equipment -

Demolition - Based on 10% of existing buildings that could be replaced

Vehicle Trips - No operational

Woodstoves - No Operational

Area Coating - No operational emissions

Energy Use - No operational emissions

Water And Wastewater - no operational emissions

Solid Waste - No operational emissions

Construction Off-road Equipment Mitigation - Mitigation represents compliance with SCAQMD Rule 403 only. Therefore this represents the "unmitigated" project construction emissions

Table Name	Column Name	Default Value	New Value
tblAreaCoating	ReapplicationRatePercent	10	0
tblConstructionPhase	NumDays	20.00	150.00
tblConstructionPhase	NumDays	20.00	80.00
tblConstructionPhase	NumDays	20.00	80.00
tblConstructionPhase	NumDays	20.00	80.00
tblConstructionPhase	PhaseEndDate	12/16/2016	12/27/2016
tblConstructionPhase	PhaseEndDate	4/7/2017	12/16/2016
tblConstructionPhase	PhaseEndDate	8/11/2016	5/20/2016
tblConstructionPhase	PhaseEndDate	4/7/2017	5/20/2016
tblConstructionPhase	PhaseStartDate	5/21/2016	6/1/2016
tblConstructionPhase	PhaseStartDate	5/21/2016	2/1/2016

tblConstructionPhase	PhaseStartDate	4/22/2016	2/1/2016
tblConstructionPhase	PhaseStartDate	12/17/2016	2/1/2016
tblEnergyUse	LightingElect	741.44	0.00
tblEnergyUse	LightingElect	3.55	0.00
tblEnergyUse	LightingElect	4.29	0.00
tblEnergyUse	LightingElect	4.29	0.00
tblEnergyUse	LightingElect	8.84	0.00
tblEnergyUse	LightingElect	1,608.84	0.00
tblEnergyUse	LightingElect	7.04	0.00
tblEnergyUse	NT24E	2,553.86	0.00
tblEnergyUse	NT24E	5.75	0.00
tblEnergyUse	NT24E	4.62	0.00
tblEnergyUse	NT24E	4.62	0.00
tblEnergyUse	NT24E	28.16	0.00
tblEnergyUse	NT24E	5,089.81	0.00
tblEnergyUse	NT24NG	1,718.92	0.00
tblEnergyUse	NT24NG	4.45	0.00
tblEnergyUse	NT24NG	0.39	0.00
tblEnergyUse	NT24NG	0.39	0.00
tblEnergyUse	NT24NG	187.78	0.00
tblEnergyUse	NT24NG	5,856.92	0.00
tblEnergyUse	NT24NG	0.49	0.00
tblEnergyUse	T24E	246.66	0.00
tblEnergyUse	T24E	2.75	0.00
tblEnergyUse	T24E	5.62	0.00
tblEnergyUse	T24E	5.62	0.00
tblEnergyUse	T24E	9.91	0.00
tblEnergyUse	T24E	596.10	0.00

tblEnergyUse	T24E	4.90	0.00
tblEnergyUse	T24NG	8,201.59	0.00
tblEnergyUse	T24NG	14.36	0.00
tblEnergyUse	T24NG	10.54	0.00
tblEnergyUse	T24NG	10.54	0.00
tblEnergyUse	T24NG	45.23	0.00
tblEnergyUse	T24NG	23,944.02	0.00
tblEnergyUse	T24NG	1.21	0.00
tblFireplaces	FireplaceDayYear	25.00	0.00
tblFireplaces	FireplaceDayYear	25.00	0.00
tblFireplaces	FireplaceHourDay	3.00	0.00
tblFireplaces	FireplaceHourDay	3.00	0.00
tblFireplaces	FireplaceWoodMass	1,019.20	0.00
tblFireplaces	FireplaceWoodMass	1,019.20	0.00
tblFireplaces	NumberGas	75.65	0.00
tblFireplaces	NumberGas	4.25	0.00
tblFireplaces	NumberNoFireplace	8.90	89.00
tblFireplaces	NumberNoFireplace	0.50	17.00
tblFireplaces	NumberWood	4.45	0.00
tblFireplaces	NumberWood	0.25	0.00
tblGrading	AcresOfGrading	40.00	10.00
tblLandUse	LotAcreage	2.34	0.89
tblLandUse	LotAcreage	1.62	0.66
tblLandUse	LotAcreage	0.10	0.23
tblLandUse	LotAcreage	0.16	0.23
tblLandUse	LotAcreage	0.13	0.22
tblLandUse	LotAcreage	1.96	3.25
tblLandUse	LotAcreage	0.13	0.22

tblProjectCharacteristics	OperationalYear	2014	2017
tblSolidWaste	SolidWasteGenerationRate	40.94	0.00
tblSolidWaste	SolidWasteGenerationRate	5.51	0.00
tblSolidWaste	SolidWasteGenerationRate	6.31	0.00
tblSolidWaste	SolidWasteGenerationRate	5.31	0.00
tblSolidWaste	SolidWasteGenerationRate	69.85	0.00
tblSolidWaste	SolidWasteGenerationRate	5.74	0.00
tblSolidWaste	SolidWasteGenerationRate	89.61	0.00
tblVehicleTrips	ST_TR	7.16	0.00
tblVehicleTrips	ST_TR	1.32	0.00
tblVehicleTrips	ST_TR	2.37	0.00
tblVehicleTrips	ST_TR	158.37	0.00
tblVehicleTrips	ST_TR	10.08	0.00
tblVehicleTrips	ST_TR	42.04	0.00
tblVehicleTrips	SU_TR	6.07	0.00
tblVehicleTrips	SU_TR	0.68	0.00
tblVehicleTrips	SU_TR	0.98	0.00
tblVehicleTrips	SU_TR	131.84	0.00
tblVehicleTrips	SU_TR	8.77	0.00
tblVehicleTrips	SU_TR	20.43	0.00
tblVehicleTrips	WD_TR	6.59	0.00
tblVehicleTrips	WD_TR	6.97	0.00
tblVehicleTrips	WD_TR	11.01	0.00
tblVehicleTrips	WD_TR	68.93	0.00
tblVehicleTrips	WD_TR	127.15	0.00
tblVehicleTrips	WD_TR	9.57	0.00
tblVehicleTrips	WD_TR	44.32	0.00
tblWater	IndoorWaterUseRate	5,798,708.28	0.00

tblWater	IndoorWaterUseRate	1,026,750.00	0.00
tblWater	IndoorWaterUseRate	1,206,812.15	0.00
tblWater	IndoorWaterUseRate	1,134,346.81	0.00
tblWater	IndoorWaterUseRate	1,781,742.89	0.00
tblWater	IndoorWaterUseRate	325,770.13	0.00
tblWater	IndoorWaterUseRate	6,321,348.98	0.00
tblWater	OutdoorWaterUseRate	3,655,707.39	0.00
tblWater	OutdoorWaterUseRate	739,659.06	0.00
tblWater	OutdoorWaterUseRate	695,244.82	0.00
tblWater	OutdoorWaterUseRate	113,728.27	0.00
tblWater	OutdoorWaterUseRate	205,376.82	0.00
tblWater	OutdoorWaterUseRate	3,874,375.18	0.00
tblWoodstoves	NumberCatalytic	4.45	0.00
tblWoodstoves	NumberCatalytic	0.25	0.00
tblWoodstoves	NumberNoncatalytic	4.45	0.00
tblWoodstoves	NumberNoncatalytic	0.25	0.00
tblWoodstoves	WoodstoveDayYear	25.00	0.00
tblWoodstoves	WoodstoveDayYear	25.00	0.00
tblWoodstoves	WoodstoveWoodMass	999.60	0.00
tblWoodstoves	WoodstoveWoodMass	999.60	0.00

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2016	26.3732	141.4401	109.7277	0.1547	10.6186	7.8197	18.4383	4.2348	7.2603	11.4951	0.0000	15,443.4893	15,443.4893	3.5152	0.0000	15,517.3077
Total	**26.3732**	**141.4401**	**109.7277**	**0.1547**	**10.6186**	**7.8197**	**18.4383**	**4.2348**	**7.2603**	**11.4951**	**0.0000**	**15,443.4893**	**15,443.4893**	**3.5152**	**0.0000**	**15,517.3077**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2016	26.3732	141.4401	109.7277	0.1547	5.6929	7.8197	13.5126	2.1192	7.2603	9.3795	0.0000	15,443.4893	15,443.4893	3.5152	0.0000	15,517.3077
Total	**26.3732**	**141.4401**	**109.7277**	**0.1547**	**5.6929**	**7.8197**	**13.5126**	**2.1192**	**7.2603**	**9.3795**	**0.0000**	**15,443.4893**	**15,443.4893**	**3.5152**	**0.0000**	**15,517.3077**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**46.39**	**0.00**	**26.71**	**49.96**	**0.00**	**18.40**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	4.3268	0.0914	7.8445	4.1000e-004		0.0426	0.0426		0.0426	0.0426	0.0000	13.9876	13.9876	0.0141	0.0000	14.2833
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	**4.3268**	**0.0914**	**7.8445**	**4.1000e-004**	**0.0000**	**0.0426**	**0.0426**	**0.0000**	**0.0426**	**0.0426**	**0.0000**	**13.9876**	**13.9876**	**0.0141**	**0.0000**	**14.2833**

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	4.3268	0.0914	7.8445	4.1000e-004		0.0426	0.0426		0.0426	0.0426	0.0000	13.9876	13.9876	0.0141	0.0000	14.2833
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	**4.3268**	**0.0914**	**7.8445**	**4.1000e-004**	**0.0000**	**0.0426**	**0.0426**	**0.0000**	**0.0426**	**0.0426**	**0.0000**	**13.9876**	**13.9876**	**0.0141**	**0.0000**	**14.2833**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	1/1/2016	4/21/2016	5	80	
2	Grading	Grading	2/1/2016	5/20/2016	5	80	
3	Building Construction	Building Construction	2/1/2016	12/16/2016	5	230	
4	Paving	Paving	2/1/2016	5/20/2016	5	80	
5	Architectural Coating	Architectural Coating	6/1/2016	12/27/2016	5	150	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 10

Acres of Paving: 0

Residential Indoor: 198,450; Residential Outdoor: 66,150; Non-Residential Indoor: 162,225; Non-Residential Outdoor: 54,075 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Architectural Coating	Air Compressors	1	6.00	78	0.48
Demolition	Excavators	3	8.00	162	0.38
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Grading	Excavators	1	8.00	162	0.38
Building Construction	Cranes	1	7.00	226	0.29
Building Construction	Forklifts	3	8.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Paving	Pavers	2	8.00	125	0.42
Paving	Rollers	2	8.00	80	0.38
Demolition	Rubber Tired Dozers	2	8.00	255	0.40
Grading	Rubber Tired Dozers	1	8.00	255	0.40
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Grading	Graders	1	8.00	174	0.41
Grading	Tractors/Loaders/Backhoes	3	8.00	97	0.37
Paving	Paving Equipment	2	8.00	130	0.36
Building Construction	Welders	1	8.00	46	0.45

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	6	15.00	0.00	905.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Grading	6	15.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	102.00	28.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	20.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Use Soil Stabilizer

Replace Ground Cover

Water Exposed Area

Reduce Vehicle Speed on Unpaved Roads

Clean Paved Roads

3.2 Demolition - 2016

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					2.4492	0.0000	2.4492	0.3708	0.0000	0.3708			0.0000			0.0000
Off-Road	4.2876	45.6559	35.0303	0.0399		2.2921	2.2921		2.1365	2.1365		4,089.2841	4,089.2841	1.1121		4,112.6374
Total	**4.2876**	**45.6559**	**35.0303**	**0.0399**	**2.4492**	**2.2921**	**4.7414**	**0.3708**	**2.1365**	**2.5074**		**4,089.2841**	**4,089.2841**	**1.1121**		**4,112.6374**

3.2 Demolition - 2016

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.1993	3.1711	2.2504	8.4500e-003	0.1970	0.0470	0.2440	0.0539	0.0432	0.0971		851.4742	851.4742	6.3000e-003		851.6065
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0668	0.0841	1.0406	2.1800e-003	0.1677	1.5900e-003	0.1693	0.0445	1.4600e-003	0.0459		184.3532	184.3532	0.0100		184.5639
Total	**0.2661**	**3.2552**	**3.2909**	**0.0106**	**0.3647**	**0.0485**	**0.4132**	**0.0984**	**0.0447**	**0.1431**		**1,035.8274**	**1,035.8274**	**0.0163**		**1,036.1704**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					1.0471	0.0000	1.0471	0.1585	0.0000	0.1585			0.0000			0.0000
Off-Road	4.2876	45.6559	35.0303	0.0399		2.2921	2.2921		2.1365	2.1365	0.0000	4,089.2841	4,089.2841	1.1121		4,112.6374
Total	**4.2876**	**45.6559**	**35.0303**	**0.0399**	**1.0471**	**2.2921**	**3.3392**	**0.1585**	**2.1365**	**2.2951**	**0.0000**	**4,089.2841**	**4,089.2841**	**1.1121**		**4,112.6374**

3.2 Demolition - 2016

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.1993	3.1711	2.2504	8.4500e-003	0.1970	0.0470	0.2440	0.0539	0.0432	0.0971		851.4742	851.4742	6.3000e-003		851.6065
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0668	0.0841	1.0406	2.1800e-003	0.1677	1.5900e-003	0.1693	0.0445	1.4600e-003	0.0459		184.3532	184.3532	0.0100		184.5639
Total	**0.2661**	**3.2552**	**3.2909**	**0.0106**	**0.3647**	**0.0485**	**0.4132**	**0.0984**	**0.0447**	**0.1431**		**1,035.8274**	**1,035.8274**	**0.0163**		**1,036.1704**

3.3 Grading - 2016

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					6.1547	0.0000	6.1547	3.3245	0.0000	3.3245			0.0000			0.0000
Off-Road	3.6669	38.4466	26.0787	0.0298		2.1984	2.1984		2.0225	2.0225		3,093.7889	3,093.7889	0.9332		3,113.3860
Total	**3.6669**	**38.4466**	**26.0787**	**0.0298**	**6.1547**	**2.1984**	**8.3531**	**3.3245**	**2.0225**	**5.3471**		**3,093.7889**	**3,093.7889**	**0.9332**		**3,113.3860**

3.3 Grading - 2016

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0668	0.0841	1.0406	2.1800e-003	0.1677	1.5900e-003	0.1693	0.0445	1.4600e-003	0.0459		184.3532	184.3532	0.0100		184.5639
Total	**0.0668**	**0.0841**	**1.0406**	**2.1800e-003**	**0.1677**	**1.5900e-003**	**0.1693**	**0.0445**	**1.4600e-003**	**0.0459**		**184.3532**	**184.3532**	**0.0100**		**184.5639**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					2.6311	0.0000	2.6311	1.4212	0.0000	1.4212			0.0000			0.0000
Off-Road	3.6669	38.4466	26.0787	0.0298		2.1984	2.1984		2.0225	2.0225	0.0000	3,093.7889	3,093.7889	0.9332		3,113.3860
Total	**3.6669**	**38.4466**	**26.0787**	**0.0298**	**2.6311**	**2.1984**	**4.8295**	**1.4212**	**2.0225**	**3.4438**	**0.0000**	**3,093.7889**	**3,093.7889**	**0.9332**		**3,113.3860**

3.3 Grading - 2016

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0668	0.0841	1.0406	2.1800e-003	0.1677	1.5900e-003	0.1693	0.0445	1.4600e-003	0.0459		184.3532	184.3532	0.0100		184.5639
Total	**0.0668**	**0.0841**	**1.0406**	**2.1800e-003**	**0.1677**	**1.5900e-003**	**0.1693**	**0.0445**	**1.4600e-003**	**0.0459**		**184.3532**	**184.3532**	**0.0100**		**184.5639**

3.4 Building Construction - 2016

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	3.4062	28.5063	18.5066	0.0268		1.9674	1.9674		1.8485	1.8485		2,669.2864	2,669.2864	0.6620		2,683.1890
Total	**3.4062**	**28.5063**	**18.5066**	**0.0268**		**1.9674**	**1.9674**		**1.8485**	**1.8485**		**2,669.2864**	**2,669.2864**	**0.6620**		**2,683.1890**

3.4 Building Construction - 2016

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.2359	2.4502	2.8467	6.1500e-003	0.1746	0.0383	0.2129	0.0497	0.0352	0.0849		616.6177	616.6177	4.5300e-003		616.7128
Worker	0.4543	0.5718	7.0757	0.0148	1.1401	0.0108	1.1509	0.3024	9.9100e-003	0.3123		1,253.6017	1,253.6017	0.0682		1,255.0348
Total	**0.6902**	**3.0220**	**9.9224**	**0.0210**	**1.3147**	**0.0491**	**1.3638**	**0.3521**	**0.0451**	**0.3972**		**1,870.2194**	**1,870.2194**	**0.0728**		**1,871.7476**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	3.4062	28.5063	18.5066	0.0268		1.9674	1.9674		1.8485	1.8485	0.0000	2,669.2864	2,669.2864	0.6620		2,683.1890
Total	**3.4062**	**28.5063**	**18.5066**	**0.0268**		**1.9674**	**1.9674**		**1.8485**	**1.8485**	**0.0000**	**2,669.2864**	**2,669.2864**	**0.6620**		**2,683.1890**

3.4 Building Construction - 2016

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.2359	2.4502	2.8467	6.1500e-003	0.1746	0.0383	0.2129	0.0497	0.0352	0.0849		616.6177	616.6177	4.5300e-003		616.7128
Worker	0.4543	0.5718	7.0757	0.0148	1.1401	0.0108	1.1509	0.3024	9.9100e-003	0.3123		1,253.6017	1,253.6017	0.0682		1,255.0348
Total	**0.6902**	**3.0220**	**9.9224**	**0.0210**	**1.3147**	**0.0491**	**1.3638**	**0.3521**	**0.0451**	**0.3972**		**1,870.2194**	**1,870.2194**	**0.0728**		**1,871.7476**

3.5 Paving - 2016

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	2.0898	22.3859	14.8176	0.0223		1.2610	1.2610		1.1601	1.1601		2,316.3767	2,316.3767	0.6987		2,331.0495
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**2.0898**	**22.3859**	**14.8176**	**0.0223**		**1.2610**	**1.2610**		**1.1601**	**1.1601**		**2,316.3767**	**2,316.3767**	**0.6987**		**2,331.0495**

3.5 Paving - 2016

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0668	0.0841	1.0406	2.1800e-003	0.1677	1.5900e-003	0.1693	0.0445	1.4600e-003	0.0459		184.3532	184.3532	0.0100		184.5639
Total	**0.0668**	**0.0841**	**1.0406**	**2.1800e-003**	**0.1677**	**1.5900e-003**	**0.1693**	**0.0445**	**1.4600e-003**	**0.0459**		**184.3532**	**184.3532**	**0.0100**		**184.5639**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	2.0898	22.3859	14.8176	0.0223		1.2610	1.2610		1.1601	1.1601	0.0000	2,316.3767	2,316.3767	0.6987		2,331.0495
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**2.0898**	**22.3859**	**14.8176**	**0.0223**		**1.2610**	**1.2610**		**1.1601**	**1.1601**	**0.0000**	**2,316.3767**	**2,316.3767**	**0.6987**		**2,331.0495**

3.5 Paving - 2016

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0668	0.0841	1.0406	2.1800e-003	0.1677	1.5900e-003	0.1693	0.0445	1.4600e-003	0.0459		184.3532	184.3532	0.0100		184.5639
Total	**0.0668**	**0.0841**	**1.0406**	**2.1800e-003**	**0.1677**	**1.5900e-003**	**0.1693**	**0.0445**	**1.4600e-003**	**0.0459**		**184.3532**	**184.3532**	**0.0100**		**184.5639**

3.6 Architectural Coating - 2016

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	21.8193					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.3685	2.3722	1.8839	2.9700e-003		0.1966	0.1966		0.1966	0.1966		281.4481	281.4481	0.0332		282.1449
Total	**22.1877**	**2.3722**	**1.8839**	**2.9700e-003**		**0.1966**	**0.1966**		**0.1966**	**0.1966**		**281.4481**	**281.4481**	**0.0332**		**282.1449**

3.6 Architectural Coating - 2016

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0891	0.1121	1.3874	2.9100e-003	0.2236	2.1100e-003	0.2257	0.0593	1.9400e-003	0.0612		245.8043	245.8043	0.0134		246.0853
Total	**0.0891**	**0.1121**	**1.3874**	**2.9100e-003**	**0.2236**	**2.1100e-003**	**0.2257**	**0.0593**	**1.9400e-003**	**0.0612**		**245.8043**	**245.8043**	**0.0134**		**246.0853**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	21.8193					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.3685	2.3722	1.8839	2.9700e-003		0.1966	0.1966		0.1966	0.1966	0.0000	281.4481	281.4481	0.0332		282.1449
Total	**22.1877**	**2.3722**	**1.8839**	**2.9700e-003**		**0.1966**	**0.1966**		**0.1966**	**0.1966**	**0.0000**	**281.4481**	**281.4481**	**0.0332**		**282.1449**

3.6 Architectural Coating - 2016

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0891	0.1121	1.3874	2.9100e-003	0.2236	2.1100e-003	0.2257	0.0593	1.9400e-003	0.0612		245.8043	245.8043	0.0134		246.0853
Total	**0.0891**	**0.1121**	**1.3874**	**2.9100e-003**	**0.2236**	**2.1100e-003**	**0.2257**	**0.0593**	**1.9400e-003**	**0.0612**		**245.8043**	**245.8043**	**0.0134**		**246.0853**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Unmitigated	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Mid Rise	0.00	0.00	0.00		
General Light Industry	0.00	0.00	0.00		
General Office Building	0.00	0.00	0.00		
Government Office Building	0.00	0.00	0.00		
High Turnover (Sit Down Restaurant)	0.00	0.00	0.00		
Single Family Housing	0.00	0.00	0.00		
Strip Mall	0.00	0.00	0.00		
Total	0.00	0.00	0.00		

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Apartments Mid Rise	14.70	5.90	8.70	40.20	19.20	40.60	86	11	3
General Light Industry	16.60	8.40	6.90	59.00	28.00	13.00	92	5	3
General Office Building	16.60	8.40	6.90	33.00	48.00	19.00	77	19	4
Government Office Building	16.60	8.40	6.90	33.00	62.00	5.00	50	34	16
High Turnover (Sit Down	16.60	8.40	6.90	8.50	72.50	19.00	37	20	43
Single Family Housing	14.70	5.90	8.70	40.20	19.20	40.60	86	11	3
Strip Mall	16.60	8.40	6.90	16.60	64.40	19.00	45	40	15

LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
0.532559	0.058242	0.178229	0.125155	0.038934	0.006273	0.016761	0.032323	0.002478	0.003154	0.003685	0.000544	0.001663

5.0 Energy Detail

4.4 Fleet Mix

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
NaturalGas Unmitigated	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Apartments Mid Rise	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
General Light Industry	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
General Office Building	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Government Office Building	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
High Turnover (Sit Down Restaurant)	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Single Family Housing	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Strip Mall	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
General Light Industry	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
General Office Building	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Government Office Building	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
High Turnover (Sit Down Restaurant)	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Single Family Housing	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Strip Mall	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Apartments Mid Rise	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	4.3268	0.0914	7.8445	4.1000e-004		0.0426	0.0426		0.0426	0.0426	0.0000	13.9876	13.9876	0.0141	0.0000	14.2833
Unmitigated	4.3268	0.0914	7.8445	4.1000e-004		0.0426	0.0426		0.0426	0.0426	0.0000	13.9876	13.9876	0.0141	0.0000	14.2833

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	4.0818					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.2450	0.0914	7.8445	4.1000e-004		0.0426	0.0426		0.0426	0.0426		13.9876	13.9876	0.0141		14.2833
Total	**4.3268**	**0.0914**	**7.8445**	**4.1000e-004**		**0.0426**	**0.0426**		**0.0426**	**0.0426**	**0.0000**	**13.9876**	**13.9876**	**0.0141**	**0.0000**	**14.2833**

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	4.0818					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.2450	0.0914	7.8445	4.1000e-004		0.0426	0.0426		0.0426	0.0426		13.9876	13.9876	0.0141		14.2833
Total	**4.3268**	**0.0914**	**7.8445**	**4.1000e-004**		**0.0426**	**0.0426**		**0.0426**	**0.0426**	**0.0000**	**13.9876**	**13.9876**	**0.0141**	**0.0000**	**14.2833**

7.0 Water Detail

7.1 Mitigation Measures Water

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

10.0 Vegetation

Baldwin Park - One Year Construction - With Phase Overlap - Mitigated

Los Angeles-South Coast County, Winter

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
General Office Building	6.79	1000sqft	0.23	6,790.00	0
Government Office Building	5.71	1000sqft	0.22	5,710.00	0
General Light Industry	4.44	1000sqft	0.23	4,440.00	0
High Turnover (Sit Down Restaurant)	5.87	1000sqft	0.22	5,870.00	0
Apartments Mid Rise	89.00	Dwelling Unit	0.89	89,000.00	255
Single Family Housing	5.00	Dwelling Unit	0.66	9,000.00	14
Strip Mall	85.34	1000sqft	3.25	85,340.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	33
Climate Zone	9			**Operational Year**	2017
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	630.89	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics - Construction only. Construction is assumed as a maximum of 10% of buildout per year. Using 2016 s a conservative construction year estimate. Pases anticipated to overlap. No operational emissions.

Land Use - 10% of total potential new development

Construction Phase - Assumes that several projects will be conducted throught the year so that not all demolition/grading/etc will occur at one time.

Off-road Equipment -

Off-road Equipment -

Off-road Equipment -

Demolition - Based on 10% of existing buildings that could be replaced

Vehicle Trips - No operational

Woodstoves - No Operational

Area Coating - No operational emissions

Energy Use - No operational emissions

Water And Wastewater - no operational emissions

Solid Waste - No operational emissions

Construction Off-road Equipment Mitigation - Mitigation represents compliance with SCAQMD Rule 403 and additional mitigation.

Table Name	Column Name	Default Value	New Value
tblAreaCoating	ReapplicationRatePercent	10	0
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	4.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	3.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	3.00

tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	6.00
tblConstEquipMitigation	Tier	No Change	Tier 4 Interim
tblConstEquipMitigation	Tier	No Change	Tier 4 Interim
tblConstEquipMitigation	Tier	No Change	Tier 4 Interim
tblConstEquipMitigation	Tier	No Change	Tier 4 Interim
tblConstEquipMitigation	Tier	No Change	Tier 4 Interim
tblConstEquipMitigation	Tier	No Change	Tier 4 Interim
tblConstEquipMitigation	Tier	No Change	Tier 4 Interim
tblConstEquipMitigation	Tier	No Change	Tier 4 Interim
tblConstEquipMitigation	Tier	No Change	Tier 4 Interim
tblConstEquipMitigation	Tier	No Change	Tier 4 Interim
tblConstEquipMitigation	Tier	No Change	Tier 4 Interim
tblConstEquipMitigation	Tier	No Change	Tier 4 Interim
tblConstructionPhase	NumDays	20.00	150.00
tblConstructionPhase	NumDays	20.00	80.00
tblConstructionPhase	NumDays	20.00	80.00
tblConstructionPhase	NumDays	20.00	80.00
tblConstructionPhase	PhaseEndDate	12/16/2016	12/27/2016
tblConstructionPhase	PhaseEndDate	4/7/2017	12/16/2016
tblConstructionPhase	PhaseEndDate	8/11/2016	5/20/2016
tblConstructionPhase	PhaseEndDate	4/7/2017	5/20/2016
tblConstructionPhase	PhaseStartDate	5/21/2016	6/1/2016
tblConstructionPhase	PhaseStartDate	5/21/2016	2/1/2016
tblConstructionPhase	PhaseStartDate	4/22/2016	2/1/2016
tblConstructionPhase	PhaseStartDate	12/17/2016	2/1/2016
tblEnergyUse	LightingElect	741.44	0.00
tblEnergyUse	LightingElect	3.55	0.00
tblEnergyUse	LightingElect	4.29	0.00

tblEnergyUse	LightingElect	4.29	0.00
tblEnergyUse	LightingElect	8.84	0.00
tblEnergyUse	LightingElect	1,608.84	0.00
tblEnergyUse	LightingElect	7.04	0.00
tblEnergyUse	NT24E	2,553.86	0.00
tblEnergyUse	NT24E	5.75	0.00
tblEnergyUse	NT24E	4.62	0.00
tblEnergyUse	NT24E	4.62	0.00
tblEnergyUse	NT24E	28.16	0.00
tblEnergyUse	NT24E	5,089.81	0.00
tblEnergyUse	NT24NG	1,718.92	0.00
tblEnergyUse	NT24NG	4.45	0.00
tblEnergyUse	NT24NG	0.39	0.00
tblEnergyUse	NT24NG	0.39	0.00
tblEnergyUse	NT24NG	187.78	0.00
tblEnergyUse	NT24NG	5,856.92	0.00
tblEnergyUse	NT24NG	0.49	0.00
tblEnergyUse	T24E	246.66	0.00
tblEnergyUse	T24E	2.75	0.00
tblEnergyUse	T24E	5.62	0.00
tblEnergyUse	T24E	5.62	0.00
tblEnergyUse	T24E	9.91	0.00
tblEnergyUse	T24E	596.10	0.00
tblEnergyUse	T24E	4.90	0.00
tblEnergyUse	T24NG	8,201.59	0.00
tblEnergyUse	T24NG	14.36	0.00
tblEnergyUse	T24NG	10.54	0.00
tblEnergyUse	T24NG	10.54	0.00

tblEnergyUse	T24NG	45.23	0.00
tblEnergyUse	T24NG	23,944.02	0.00
tblEnergyUse	T24NG	1.21	0.00
tblFireplaces	FireplaceDayYear	25.00	0.00
tblFireplaces	FireplaceDayYear	25.00	0.00
tblFireplaces	FireplaceHourDay	3.00	0.00
tblFireplaces	FireplaceHourDay	3.00	0.00
tblFireplaces	FireplaceWoodMass	1,019.20	0.00
tblFireplaces	FireplaceWoodMass	1,019.20	0.00
tblFireplaces	NumberGas	75.65	0.00
tblFireplaces	NumberGas	4.25	0.00
tblFireplaces	NumberNoFireplace	8.90	89.00
tblFireplaces	NumberNoFireplace	0.50	17.00
tblFireplaces	NumberWood	4.45	0.00
tblFireplaces	NumberWood	0.25	0.00
tblGrading	AcresOfGrading	40.00	10.00
tblLandUse	LotAcreage	0.16	0.23
tblLandUse	LotAcreage	0.13	0.22
tblLandUse	LotAcreage	0.10	0.23
tblLandUse	LotAcreage	0.13	0.22
tblLandUse	LotAcreage	2.34	0.89
tblLandUse	LotAcreage	1.62	0.66
tblLandUse	LotAcreage	1.96	3.25
tblProjectCharacteristics	OperationalYear	2014	2017
tblSolidWaste	SolidWasteGenerationRate	40.94	0.00
tblSolidWaste	SolidWasteGenerationRate	5.51	0.00
tblSolidWaste	SolidWasteGenerationRate	6.31	0.00
tblSolidWaste	SolidWasteGenerationRate	5.31	0.00

tblSolidWaste	SolidWasteGenerationRate	69.85	0.00
tblSolidWaste	SolidWasteGenerationRate	5.74	0.00
tblSolidWaste	SolidWasteGenerationRate	89.61	0.00
tblVehicleTrips	ST_TR	7.16	0.00
tblVehicleTrips	ST_TR	1.32	0.00
tblVehicleTrips	ST_TR	2.37	0.00
tblVehicleTrips	ST_TR	158.37	0.00
tblVehicleTrips	ST_TR	10.08	0.00
tblVehicleTrips	ST_TR	42.04	0.00
tblVehicleTrips	SU_TR	6.07	0.00
tblVehicleTrips	SU_TR	0.68	0.00
tblVehicleTrips	SU_TR	0.98	0.00
tblVehicleTrips	SU_TR	131.84	0.00
tblVehicleTrips	SU_TR	8.77	0.00
tblVehicleTrips	SU_TR	20.43	0.00
tblVehicleTrips	WD_TR	6.59	0.00
tblVehicleTrips	WD_TR	6.97	0.00
tblVehicleTrips	WD_TR	11.01	0.00
tblVehicleTrips	WD_TR	68.93	0.00
tblVehicleTrips	WD_TR	127.15	0.00
tblVehicleTrips	WD_TR	9.57	0.00
tblVehicleTrips	WD_TR	44.32	0.00
tblWater	IndoorWaterUseRate	5,798,708.28	0.00
tblWater	IndoorWaterUseRate	1,026,750.00	0.00
tblWater	IndoorWaterUseRate	1,206,812.15	0.00
tblWater	IndoorWaterUseRate	1,134,346.81	0.00
tblWater	IndoorWaterUseRate	1,781,742.89	0.00
tblWater	IndoorWaterUseRate	325,770.13	0.00

tblWater	IndoorWaterUseRate	6,321,348.98	0.00
tblWater	OutdoorWaterUseRate	3,655,707.39	0.00
tblWater	OutdoorWaterUseRate	739,659.06	0.00
tblWater	OutdoorWaterUseRate	695,244.82	0.00
tblWater	OutdoorWaterUseRate	113,728.27	0.00
tblWater	OutdoorWaterUseRate	205,376.82	0.00
tblWater	OutdoorWaterUseRate	3,874,375.18	0.00
tblWoodstoves	NumberCatalytic	4.45	0.00
tblWoodstoves	NumberCatalytic	0.25	0.00
tblWoodstoves	NumberNoncatalytic	4.45	0.00
tblWoodstoves	NumberNoncatalytic	0.25	0.00
tblWoodstoves	WoodstoveDayYear	25.00	0.00
tblWoodstoves	WoodstoveDayYear	25.00	0.00
tblWoodstoves	WoodstoveWoodMass	999.60	0.00
tblWoodstoves	WoodstoveWoodMass	999.60	0.00

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2016	26.4195	141.7029	110.0827	0.1535	10.6186	7.8202	18.4388	4.2348	7.2608	11.4956	0.0000	15,334.9550	15,334.9550	3.5154	0.0000	15,408.7778
Total	**26.4195**	**141.7029**	**110.0827**	**0.1535**	**10.6186**	**7.8202**	**18.4388**	**4.2348**	**7.2608**	**11.4956**	**0.0000**	**15,334.9550**	**15,334.9550**	**3.5154**	**0.0000**	**15,408.7778**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2016	23.7494	52.8580	96.5065	0.1535	4.5486	0.4291	4.9777	1.6277	0.4210	2.0487	0.0000	15,334.9550	15,334.9550	3.5154	0.0000	15,408.7778
Total	**23.7494**	**52.8580**	**96.5065**	**0.1535**	**4.5486**	**0.4291**	**4.9777**	**1.6277**	**0.4210**	**2.0487**	**0.0000**	**15,334.9550**	**15,334.9550**	**3.5154**	**0.0000**	**15,408.7778**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**10.11**	**62.70**	**12.33**	**0.00**	**57.16**	**94.51**	**73.00**	**61.56**	**94.20**	**82.18**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	4.3268	0.0914	7.8445	4.1000e-004		0.0426	0.0426		0.0426	0.0426	0.0000	13.9876	13.9876	0.0141	0.0000	14.2833
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	**4.3268**	**0.0914**	**7.8445**	**4.1000e-004**	**0.0000**	**0.0426**	**0.0426**	**0.0000**	**0.0426**	**0.0426**	**0.0000**	**13.9876**	**13.9876**	**0.0141**	**0.0000**	**14.2833**

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	4.3268	0.0914	7.8445	4.1000e-004		0.0426	0.0426		0.0426	0.0426	0.0000	13.9876	13.9876	0.0141	0.0000	14.2833
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	**4.3268**	**0.0914**	**7.8445**	**4.1000e-004**	**0.0000**	**0.0426**	**0.0426**	**0.0000**	**0.0426**	**0.0426**	**0.0000**	**13.9876**	**13.9876**	**0.0141**	**0.0000**	**14.2833**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	1/1/2016	4/21/2016	5	80	
2	Grading	Grading	2/1/2016	5/20/2016	5	80	
3	Building Construction	Building Construction	2/1/2016	12/16/2016	5	230	
4	Paving	Paving	2/1/2016	5/20/2016	5	80	
5	Architectural Coating	Architectural Coating	6/1/2016	12/27/2016	5	150	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 10

Acres of Paving: 0

Residential Indoor: 198,450; Residential Outdoor: 66,150; Non-Residential Indoor: 162,225; Non-Residential Outdoor: 54,075 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Demolition	Excavators	3	8.00	162	0.38
Demolition	Rubber Tired Dozers	2	8.00	255	0.40
Grading	Excavators	1	8.00	162	0.38
Grading	Graders	1	8.00	174	0.41
Grading	Rubber Tired Dozers	1	8.00	255	0.40
Grading	Tractors/Loaders/Backhoes	3	8.00	97	0.37
Building Construction	Cranes	1	7.00	226	0.29
Building Construction	Forklifts	3	8.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Building Construction	Welders	1	8.00	46	0.45
Paving	Pavers	2	8.00	125	0.42
Paving	Paving Equipment	2	8.00	130	0.36
Paving	Rollers	2	8.00	80	0.38
Architectural Coating	Air Compressors	1	6.00	78	0.48

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	6	15.00	0.00	905.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Grading	6	15.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	102.00	28.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	20.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Use Cleaner Engines for Construction Equipment

Use Soil Stabilizer

Replace Ground Cover

Water Exposed Area

Reduce Vehicle Speed on Unpaved Roads

Clean Paved Roads

3.2 Demolition - 2016

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					2.4492	0.0000	2.4492	0.3708	0.0000	0.3708			0.0000			0.0000
Off-Road	4.2876	45.6559	35.0303	0.0399		2.2921	2.2921		2.1365	2.1365		4,089.2841	4,089.2841	1.1121		4,112.6374
Total	**4.2876**	**45.6559**	**35.0303**	**0.0399**	**2.4492**	**2.2921**	**4.7414**	**0.3708**	**2.1365**	**2.5074**		**4,089.2841**	**4,089.2841**	**1.1121**		**4,112.6374**

3.2 Demolition - 2016

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.2110	3.2826	2.6083	8.4300e-003	0.1970	0.0471	0.2441	0.0539	0.0433	0.0972		849.4753	849.4753	6.3800e-003		849.6092
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0695	0.0932	0.9771	2.0600e-003	0.1677	1.5900e-003	0.1693	0.0445	1.4600e-003	0.0459		174.0047	174.0047	0.0100		174.2154
Total	**0.2805**	**3.3759**	**3.5854**	**0.0105**	**0.3647**	**0.0487**	**0.4133**	**0.0984**	**0.0448**	**0.1432**		**1,023.4800**	**1,023.4800**	**0.0164**		**1,023.8246**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.7213	0.0000	0.7213	0.1092	0.0000	0.1092			0.0000			0.0000
Off-Road	0.5980	13.8761	25.2649	0.0399		0.0632	0.0632		0.0632	0.0632	0.0000	4,089.2841	4,089.2841	1.1121		4,112.6374
Total	**0.5980**	**13.8761**	**25.2649**	**0.0399**	**0.7213**	**0.0632**	**0.7845**	**0.1092**	**0.0632**	**0.1724**	**0.0000**	**4,089.2841**	**4,089.2841**	**1.1121**		**4,112.6374**

3.2 Demolition - 2016

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.2110	3.2826	2.6083	8.4300e-003	0.1970	0.0471	0.2441	0.0539	0.0433	0.0972		849.4753	849.4753	6.3800e-003		849.6092
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0695	0.0932	0.9771	2.0600e-003	0.1677	1.5900e-003	0.1693	0.0445	1.4600e-003	0.0459		174.0047	174.0047	0.0100		174.2154
Total	**0.2805**	**3.3759**	**3.5854**	**0.0105**	**0.3647**	**0.0487**	**0.4133**	**0.0984**	**0.0448**	**0.1432**		**1,023.4800**	**1,023.4800**	**0.0164**		**1,023.8246**

3.3 Grading - 2016

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					6.1547	0.0000	6.1547	3.3245	0.0000	3.3245			0.0000			0.0000
Off-Road	3.6669	38.4466	26.0787	0.0298		2.1984	2.1984		2.0225	2.0225		3,093.7889	3,093.7889	0.9332		3,113.3860
Total	**3.6669**	**38.4466**	**26.0787**	**0.0298**	**6.1547**	**2.1984**	**8.3531**	**3.3245**	**2.0225**	**5.3471**		**3,093.7889**	**3,093.7889**	**0.9332**		**3,113.3860**

3.3 Grading - 2016

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0695	0.0932	0.9771	2.0600e-003	0.1677	1.5900e-003	0.1693	0.0445	1.4600e-003	0.0459		174.0047	174.0047	0.0100		174.2154
Total	**0.0695**	**0.0932**	**0.9771**	**2.0600e-003**	**0.1677**	**1.5900e-003**	**0.1693**	**0.0445**	**1.4600e-003**	**0.0459**		**174.0047**	**174.0047**	**0.0100**		**174.2154**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					1.8125	0.0000	1.8125	0.9791	0.0000	0.9791			0.0000			0.0000
Off-Road	0.4934	11.4240	20.3762	0.0298		0.0483	0.0483		0.0483	0.0483	0.0000	3,093.7889	3,093.7889	0.9332		3,113.3860
Total	**0.4934**	**11.4240**	**20.3762**	**0.0298**	**1.8125**	**0.0483**	**1.8609**	**0.9791**	**0.0483**	**1.0274**	**0.0000**	**3,093.7889**	**3,093.7889**	**0.9332**		**3,113.3860**

3.3 Grading - 2016

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0695	0.0932	0.9771	2.0600e-003	0.1677	1.5900e-003	0.1693	0.0445	1.4600e-003	0.0459		174.0047	174.0047	0.0100		174.2154
Total	**0.0695**	**0.0932**	**0.9771**	**2.0600e-003**	**0.1677**	**1.5900e-003**	**0.1693**	**0.0445**	**1.4600e-003**	**0.0459**		**174.0047**	**174.0047**	**0.0100**		**174.2154**

3.4 Building Construction - 2016

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	3.4062	28.5063	18.5066	0.0268		1.9674	1.9674		1.8485	1.8485		2,669.2864	2,669.2864	0.6620		2,683.1890
Total	**3.4062**	**28.5063**	**18.5066**	**0.0268**		**1.9674**	**1.9674**		**1.8485**	**1.8485**		**2,669.2864**	**2,669.2864**	**0.6620**		**2,683.1890**

3.4 Building Construction - 2016

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.2603	2.5118	3.4659	6.1100e-003	0.1746	0.0387	0.2133	0.0497	0.0356	0.0853		611.4979	611.4979	4.6600e-003		611.5957
Worker	0.4726	0.6340	6.6440	0.0140	1.1401	0.0108	1.1509	0.3024	9.9100e-003	0.3123		1,183.2317	1,183.2317	0.0682		1,184.6648
Total	**0.7329**	**3.1458**	**10.1099**	**0.0201**	**1.3147**	**0.0495**	**1.3642**	**0.3521**	**0.0455**	**0.3976**		**1,794.7296**	**1,794.7296**	**0.0729**		**1,796.2605**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.0501	11.0242	18.2884	0.0268		0.1797	0.1797		0.1797	0.1797	0.0000	2,669.2864	2,669.2864	0.6620		2,683.1890
Total	**1.0501**	**11.0242**	**18.2884**	**0.0268**		**0.1797**	**0.1797**		**0.1797**	**0.1797**	**0.0000**	**2,669.2864**	**2,669.2864**	**0.6620**		**2,683.1890**

3.4 Building Construction - 2016

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.2603	2.5118	3.4659	6.1100e-003	0.1746	0.0387	0.2133	0.0497	0.0356	0.0853		611.4979	611.4979	4.6600e-003		611.5957
Worker	0.4726	0.6340	6.6440	0.0140	1.1401	0.0108	1.1509	0.3024	9.9100e-003	0.3123		1,183.2317	1,183.2317	0.0682		1,184.6648
Total	**0.7329**	**3.1458**	**10.1099**	**0.0201**	**1.3147**	**0.0495**	**1.3642**	**0.3521**	**0.0455**	**0.3976**		**1,794.7296**	**1,794.7296**	**0.0729**		**1,796.2605**

3.5 Paving - 2016

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	2.0898	22.3859	14.8176	0.0223		1.2610	1.2610		1.1601	1.1601		2,316.3767	2,316.3767	0.6987		2,331.0495
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**2.0898**	**22.3859**	**14.8176**	**0.0223**		**1.2610**	**1.2610**		**1.1601**	**1.1601**		**2,316.3767**	**2,316.3767**	**0.6987**		**2,331.0495**

3.5 Paving - 2016

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0695	0.0932	0.9771	2.0600e-003	0.1677	1.5900e-003	0.1693	0.0445	1.4600e-003	0.0459		174.0047	174.0047	0.0100		174.2154
Total	**0.0695**	**0.0932**	**0.9771**	**2.0600e-003**	**0.1677**	**1.5900e-003**	**0.1693**	**0.0445**	**1.4600e-003**	**0.0459**		**174.0047**	**174.0047**	**0.0100**		**174.2154**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.3281	9.8256	16.9276	0.0223		0.0366	0.0366		0.0366	0.0366	0.0000	2,316.3767	2,316.3767	0.6987		2,331.0495
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**0.3281**	**9.8256**	**16.9276**	**0.0223**		**0.0366**	**0.0366**		**0.0366**	**0.0366**	**0.0000**	**2,316.3767**	**2,316.3767**	**0.6987**		**2,331.0495**

3.5 Paving - 2016

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0695	0.0932	0.9771	2.0600e-003	0.1677	1.5900e-003	0.1693	0.0445	1.4600e-003	0.0459		174.0047	174.0047	0.0100		174.2154
Total	**0.0695**	**0.0932**	**0.9771**	**2.0600e-003**	**0.1677**	**1.5900e-003**	**0.1693**	**0.0445**	**1.4600e-003**	**0.0459**		**174.0047**	**174.0047**	**0.0100**		**174.2154**

3.6 Architectural Coating - 2016

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	21.8193					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.3685	2.3722	1.8839	2.9700e-003		0.1966	0.1966		0.1966	0.1966		281.4481	281.4481	0.0332		282.1449
Total	**22.1877**	**2.3722**	**1.8839**	**2.9700e-003**		**0.1966**	**0.1966**		**0.1966**	**0.1966**		**281.4481**	**281.4481**	**0.0332**		**282.1449**

3.6 Architectural Coating - 2016

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0927	0.1243	1.3028	2.7400e-003	0.2236	2.1100e-003	0.2257	0.0593	1.9400e-003	0.0612		232.0062	232.0062	0.0134		232.2872
Total	**0.0927**	**0.1243**	**1.3028**	**2.7400e-003**	**0.2236**	**2.1100e-003**	**0.2257**	**0.0593**	**1.9400e-003**	**0.0612**		**232.0062**	**232.0062**	**0.0134**		**232.2872**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	21.8193					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.0545	1.0598	1.8324	2.9700e-003		3.9600e-003	3.9600e-003		3.9600e-003	3.9600e-003	0.0000	281.4481	281.4481	0.0332		282.1449
Total	**21.8737**	**1.0598**	**1.8324**	**2.9700e-003**		**3.9600e-003**	**3.9600e-003**		**3.9600e-003**	**3.9600e-003**	**0.0000**	**281.4481**	**281.4481**	**0.0332**		**282.1449**

3.6 Architectural Coating - 2016

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0927	0.1243	1.3028	2.7400e-003	0.2236	2.1100e-003	0.2257	0.0593	1.9400e-003	0.0612		232.0062	232.0062	0.0134		232.2872
Total	**0.0927**	**0.1243**	**1.3028**	**2.7400e-003**	**0.2236**	**2.1100e-003**	**0.2257**	**0.0593**	**1.9400e-003**	**0.0612**		**232.0062**	**232.0062**	**0.0134**		**232.2872**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Unmitigated	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Mid Rise	0.00	0.00	0.00		
General Light Industry	0.00	0.00	0.00		
General Office Building	0.00	0.00	0.00		
Government Office Building	0.00	0.00	0.00		
High Turnover (Sit Down Restaurant)	0.00	0.00	0.00		
Single Family Housing	0.00	0.00	0.00		
Strip Mall	0.00	0.00	0.00		
Total	0.00	0.00	0.00		

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Apartments Mid Rise	14.70	5.90	8.70	40.20	19.20	40.60	86	11	3
General Light Industry	16.60	8.40	6.90	59.00	28.00	13.00	92	5	3
General Office Building	16.60	8.40	6.90	33.00	48.00	19.00	77	19	4
Government Office Building	16.60	8.40	6.90	33.00	62.00	5.00	50	34	16
High Turnover (Sit Down	16.60	8.40	6.90	8.50	72.50	19.00	37	20	43
Single Family Housing	14.70	5.90	8.70	40.20	19.20	40.60	86	11	3
Strip Mall	16.60	8.40	6.90	16.60	64.40	19.00	45	40	15

LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
0.532559	0.058242	0.178229	0.125155	0.038934	0.006273	0.016761	0.032323	0.002478	0.003154	0.003685	0.000544	0.001663

5.0 Energy Detail

4.4 Fleet Mix

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
NaturalGas Unmitigated	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Apartments Mid Rise	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
General Light Industry	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
General Office Building	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Government Office Building	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
High Turnover (Sit Down Restaurant)	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Single Family Housing	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Strip Mall	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
General Light Industry	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
General Office Building	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Government Office Building	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
High Turnover (Sit Down Restaurant)	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Single Family Housing	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Strip Mall	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Apartments Mid Rise	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	4.3268	0.0914	7.8445	4.1000e-004		0.0426	0.0426		0.0426	0.0426	0.0000	13.9876	13.9876	0.0141	0.0000	14.2833
Unmitigated	4.3268	0.0914	7.8445	4.1000e-004		0.0426	0.0426		0.0426	0.0426	0.0000	13.9876	13.9876	0.0141	0.0000	14.2833

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	4.0818					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.2450	0.0914	7.8445	4.1000e-004		0.0426	0.0426		0.0426	0.0426		13.9876	13.9876	0.0141		14.2833
Total	**4.3268**	**0.0914**	**7.8445**	**4.1000e-004**		**0.0426**	**0.0426**		**0.0426**	**0.0426**	**0.0000**	**13.9876**	**13.9876**	**0.0141**	**0.0000**	**14.2833**

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	4.0818					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.2450	0.0914	7.8445	4.1000e-004		0.0426	0.0426		0.0426	0.0426		13.9876	13.9876	0.0141		14.2833
Total	**4.3268**	**0.0914**	**7.8445**	**4.1000e-004**		**0.0426**	**0.0426**		**0.0426**	**0.0426**	**0.0000**	**13.9876**	**13.9876**	**0.0141**	**0.0000**	**14.2833**

7.0 Water Detail

7.1 Mitigation Measures Water

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

10.0 Vegetation

Baldwin Park - One Year Construction - With Phase Overlap - Mitigated

Los Angeles-South Coast County, Summer

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
General Office Building	6.79	1000sqft	0.23	6,790.00	0
Government Office Building	5.71	1000sqft	0.22	5,710.00	0
General Light Industry	4.44	1000sqft	0.23	4,440.00	0
High Turnover (Sit Down Restaurant)	5.87	1000sqft	0.22	5,870.00	0
Apartments Mid Rise	89.00	Dwelling Unit	0.89	89,000.00	255
Single Family Housing	5.00	Dwelling Unit	0.66	9,000.00	14
Strip Mall	85.34	1000sqft	3.25	85,340.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	33
Climate Zone	9			**Operational Year**	2017
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	630.89	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics - Construction only. Construction is assumed as a maximum of 10% of buildout per year. Using 2016 s a conservative construction year estimate. Pases anticipated to overlap. No operational emissions.

Land Use - 10% of total potential new development

Construction Phase - Assumes that several projects will be conducted throught the year so that not all demolition/grading/etc will occur at one time.

Off-road Equipment -

Off-road Equipment -

Off-road Equipment -

Demolition - Based on 10% of existing buildings that could be replaced

Vehicle Trips - No operational

Woodstoves - No Operational

Area Coating - No operational emissions

Energy Use - No operational emissions

Water And Wastewater - no operational emissions

Solid Waste - No operational emissions

Construction Off-road Equipment Mitigation - Mitigation represents compliance with SCAQMD Rule 403 and additional mitigation.

Table Name	Column Name	Default Value	New Value
tblAreaCoating	ReapplicationRatePercent	10	0
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	4.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	3.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	3.00

tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	6.00
tblConstEquipMitigation	Tier	No Change	Tier 4 Interim
tblConstEquipMitigation	Tier	No Change	Tier 4 Interim
tblConstEquipMitigation	Tier	No Change	Tier 4 Interim
tblConstEquipMitigation	Tier	No Change	Tier 4 Interim
tblConstEquipMitigation	Tier	No Change	Tier 4 Interim
tblConstEquipMitigation	Tier	No Change	Tier 4 Interim
tblConstEquipMitigation	Tier	No Change	Tier 4 Interim
tblConstEquipMitigation	Tier	No Change	Tier 4 Interim
tblConstEquipMitigation	Tier	No Change	Tier 4 Interim
tblConstEquipMitigation	Tier	No Change	Tier 4 Interim
tblConstEquipMitigation	Tier	No Change	Tier 4 Interim
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tblConstructionPhase	NumDays	20.00	150.00
tblConstructionPhase	NumDays	20.00	80.00
tblConstructionPhase	NumDays	20.00	80.00
tblConstructionPhase	NumDays	20.00	80.00
tblConstructionPhase	PhaseEndDate	12/16/2016	12/27/2016
tblConstructionPhase	PhaseEndDate	4/7/2017	12/16/2016
tblConstructionPhase	PhaseEndDate	8/11/2016	5/20/2016
tblConstructionPhase	PhaseEndDate	4/7/2017	5/20/2016
tblConstructionPhase	PhaseStartDate	5/21/2016	6/1/2016
tblConstructionPhase	PhaseStartDate	5/21/2016	2/1/2016
tblConstructionPhase	PhaseStartDate	4/22/2016	2/1/2016
tblConstructionPhase	PhaseStartDate	12/17/2016	2/1/2016
tblEnergyUse	LightingElect	741.44	0.00
tblEnergyUse	LightingElect	3.55	0.00
tblEnergyUse	LightingElect	4.29	0.00

tblEnergyUse	LightingElect	4.29	0.00
tblEnergyUse	LightingElect	8.84	0.00
tblEnergyUse	LightingElect	1,608.84	0.00
tblEnergyUse	LightingElect	7.04	0.00
tblEnergyUse	NT24E	2,553.86	0.00
tblEnergyUse	NT24E	5.75	0.00
tblEnergyUse	NT24E	4.62	0.00
tblEnergyUse	NT24E	4.62	0.00
tblEnergyUse	NT24E	28.16	0.00
tblEnergyUse	NT24E	5,089.81	0.00
tblEnergyUse	NT24NG	1,718.92	0.00
tblEnergyUse	NT24NG	4.45	0.00
tblEnergyUse	NT24NG	0.39	0.00
tblEnergyUse	NT24NG	0.39	0.00
tblEnergyUse	NT24NG	187.78	0.00
tblEnergyUse	NT24NG	5,856.92	0.00
tblEnergyUse	NT24NG	0.49	0.00
tblEnergyUse	T24E	246.66	0.00
tblEnergyUse	T24E	2.75	0.00
tblEnergyUse	T24E	5.62	0.00
tblEnergyUse	T24E	5.62	0.00
tblEnergyUse	T24E	9.91	0.00
tblEnergyUse	T24E	596.10	0.00
tblEnergyUse	T24E	4.90	0.00
tblEnergyUse	T24NG	8,201.59	0.00
tblEnergyUse	T24NG	14.36	0.00
tblEnergyUse	T24NG	10.54	0.00
tblEnergyUse	T24NG	10.54	0.00

tblEnergyUse	T24NG	45.23	0.00
tblEnergyUse	T24NG	23,944.02	0.00
tblEnergyUse	T24NG	1.21	0.00
tblFireplaces	FireplaceDayYear	25.00	0.00
tblFireplaces	FireplaceDayYear	25.00	0.00
tblFireplaces	FireplaceHourDay	3.00	0.00
tblFireplaces	FireplaceHourDay	3.00	0.00
tblFireplaces	FireplaceWoodMass	1,019.20	0.00
tblFireplaces	FireplaceWoodMass	1,019.20	0.00
tblFireplaces	NumberGas	75.65	0.00
tblFireplaces	NumberGas	4.25	0.00
tblFireplaces	NumberNoFireplace	8.90	89.00
tblFireplaces	NumberNoFireplace	0.50	17.00
tblFireplaces	NumberWood	4.45	0.00
tblFireplaces	NumberWood	0.25	0.00
tblGrading	AcresOfGrading	40.00	10.00
tblLandUse	LotAcreage	0.16	0.23
tblLandUse	LotAcreage	0.13	0.22
tblLandUse	LotAcreage	0.10	0.23
tblLandUse	LotAcreage	0.13	0.22
tblLandUse	LotAcreage	2.34	0.89
tblLandUse	LotAcreage	1.62	0.66
tblLandUse	LotAcreage	1.96	3.25
tblProjectCharacteristics	OperationalYear	2014	2017
tblSolidWaste	SolidWasteGenerationRate	40.94	0.00
tblSolidWaste	SolidWasteGenerationRate	5.51	0.00
tblSolidWaste	SolidWasteGenerationRate	6.31	0.00
tblSolidWaste	SolidWasteGenerationRate	5.31	0.00

tblSolidWaste	SolidWasteGenerationRate	69.85	0.00
tblSolidWaste	SolidWasteGenerationRate	5.74	0.00
tblSolidWaste	SolidWasteGenerationRate	89.61	0.00
tblVehicleTrips	ST_TR	7.16	0.00
tblVehicleTrips	ST_TR	1.32	0.00
tblVehicleTrips	ST_TR	2.37	0.00
tblVehicleTrips	ST_TR	158.37	0.00
tblVehicleTrips	ST_TR	10.08	0.00
tblVehicleTrips	ST_TR	42.04	0.00
tblVehicleTrips	SU_TR	6.07	0.00
tblVehicleTrips	SU_TR	0.68	0.00
tblVehicleTrips	SU_TR	0.98	0.00
tblVehicleTrips	SU_TR	131.84	0.00
tblVehicleTrips	SU_TR	8.77	0.00
tblVehicleTrips	SU_TR	20.43	0.00
tblVehicleTrips	WD_TR	6.59	0.00
tblVehicleTrips	WD_TR	6.97	0.00
tblVehicleTrips	WD_TR	11.01	0.00
tblVehicleTrips	WD_TR	68.93	0.00
tblVehicleTrips	WD_TR	127.15	0.00
tblVehicleTrips	WD_TR	9.57	0.00
tblVehicleTrips	WD_TR	44.32	0.00
tblWater	IndoorWaterUseRate	5,798,708.28	0.00
tblWater	IndoorWaterUseRate	1,026,750.00	0.00
tblWater	IndoorWaterUseRate	1,206,812.15	0.00
tblWater	IndoorWaterUseRate	1,134,346.81	0.00
tblWater	IndoorWaterUseRate	1,781,742.89	0.00
tblWater	IndoorWaterUseRate	325,770.13	0.00

tblWater	IndoorWaterUseRate	6,321,348.98	0.00
tblWater	OutdoorWaterUseRate	3,655,707.39	0.00
tblWater	OutdoorWaterUseRate	739,659.06	0.00
tblWater	OutdoorWaterUseRate	695,244.82	0.00
tblWater	OutdoorWaterUseRate	113,728.27	0.00
tblWater	OutdoorWaterUseRate	205,376.82	0.00
tblWater	OutdoorWaterUseRate	3,874,375.18	0.00
tblWoodstoves	NumberCatalytic	4.45	0.00
tblWoodstoves	NumberCatalytic	0.25	0.00
tblWoodstoves	NumberNoncatalytic	4.45	0.00
tblWoodstoves	NumberNoncatalytic	0.25	0.00
tblWoodstoves	WoodstoveDayYear	25.00	0.00
tblWoodstoves	WoodstoveDayYear	25.00	0.00
tblWoodstoves	WoodstoveWoodMass	999.60	0.00
tblWoodstoves	WoodstoveWoodMass	999.60	0.00

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2016	26.3732	141.4401	109.7277	0.1547	10.6186	7.8197	18.4383	4.2348	7.2603	11.4951	0.0000	15,443.4893	15,443.4893	3.5152	0.0000	15,517.3077
Total	**26.3732**	**141.4401**	**109.7277**	**0.1547**	**10.6186**	**7.8197**	**18.4383**	**4.2348**	**7.2603**	**11.4951**	**0.0000**	**15,443.4893**	**15,443.4893**	**3.5152**	**0.0000**	**15,517.3077**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2016	23.7031	52.5953	96.1515	0.1547	4.5486	0.4286	4.9772	1.6277	0.4205	2.0482	0.0000	15,443.4893	15,443.4893	3.5152	0.0000	15,517.3077
Total	**23.7031**	**52.5953**	**96.1515**	**0.1547**	**4.5486**	**0.4286**	**4.9772**	**1.6277**	**0.4205**	**2.0482**	**0.0000**	**15,443.4893**	**15,443.4893**	**3.5152**	**0.0000**	**15,517.3077**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**10.12**	**62.81**	**12.37**	**0.00**	**57.16**	**94.52**	**73.01**	**61.56**	**94.21**	**82.18**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	4.3268	0.0914	7.8445	4.1000e-004		0.0426	0.0426		0.0426	0.0426	0.0000	13.9876	13.9876	0.0141	0.0000	14.2833
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	**4.3268**	**0.0914**	**7.8445**	**4.1000e-004**	**0.0000**	**0.0426**	**0.0426**	**0.0000**	**0.0426**	**0.0426**	**0.0000**	**13.9876**	**13.9876**	**0.0141**	**0.0000**	**14.2833**

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	4.3268	0.0914	7.8445	4.1000e-004		0.0426	0.0426		0.0426	0.0426	0.0000	13.9876	13.9876	0.0141	0.0000	14.2833
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	**4.3268**	**0.0914**	**7.8445**	**4.1000e-004**	**0.0000**	**0.0426**	**0.0426**	**0.0000**	**0.0426**	**0.0426**	**0.0000**	**13.9876**	**13.9876**	**0.0141**	**0.0000**	**14.2833**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	1/1/2016	4/21/2016	5	80	
2	Grading	Grading	2/1/2016	5/20/2016	5	80	
3	Building Construction	Building Construction	2/1/2016	12/16/2016	5	230	
4	Paving	Paving	2/1/2016	5/20/2016	5	80	
5	Architectural Coating	Architectural Coating	6/1/2016	12/27/2016	5	150	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 10

Acres of Paving: 0

Residential Indoor: 198,450; Residential Outdoor: 66,150; Non-Residential Indoor: 162,225; Non-Residential Outdoor: 54,075 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Demolition	Excavators	3	8.00	162	0.38
Demolition	Rubber Tired Dozers	2	8.00	255	0.40
Grading	Excavators	1	8.00	162	0.38
Grading	Graders	1	8.00	174	0.41
Grading	Rubber Tired Dozers	1	8.00	255	0.40
Grading	Tractors/Loaders/Backhoes	3	8.00	97	0.37
Building Construction	Cranes	1	7.00	226	0.29
Building Construction	Forklifts	3	8.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Building Construction	Welders	1	8.00	46	0.45
Paving	Pavers	2	8.00	125	0.42
Paving	Paving Equipment	2	8.00	130	0.36
Paving	Rollers	2	8.00	80	0.38
Architectural Coating	Air Compressors	1	6.00	78	0.48

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	6	15.00	0.00	905.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Grading	6	15.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	102.00	28.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	20.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Use Cleaner Engines for Construction Equipment

Use Soil Stabilizer

Replace Ground Cover

Water Exposed Area

Reduce Vehicle Speed on Unpaved Roads

Clean Paved Roads

3.2 Demolition - 2016

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					2.4492	0.0000	2.4492	0.3708	0.0000	0.3708			0.0000			0.0000
Off-Road	4.2876	45.6559	35.0303	0.0399		2.2921	2.2921		2.1365	2.1365		4,089.2841	4,089.2841	1.1121		4,112.6374
Total	**4.2876**	**45.6559**	**35.0303**	**0.0399**	**2.4492**	**2.2921**	**4.7414**	**0.3708**	**2.1365**	**2.5074**		**4,089.2841**	**4,089.2841**	**1.1121**		**4,112.6374**

3.2 Demolition - 2016

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.1993	3.1711	2.2504	8.4500e-003	0.1970	0.0470	0.2440	0.0539	0.0432	0.0971		851.4742	851.4742	6.3000e-003		851.6065
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0668	0.0841	1.0406	2.1800e-003	0.1677	1.5900e-003	0.1693	0.0445	1.4600e-003	0.0459		184.3532	184.3532	0.0100		184.5639
Total	**0.2661**	**3.2552**	**3.2909**	**0.0106**	**0.3647**	**0.0485**	**0.4132**	**0.0984**	**0.0447**	**0.1431**		**1,035.8274**	**1,035.8274**	**0.0163**		**1,036.1704**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.7213	0.0000	0.7213	0.1092	0.0000	0.1092			0.0000			0.0000
Off-Road	0.5980	13.8761	25.2649	0.0399		0.0632	0.0632		0.0632	0.0632	0.0000	4,089.2841	4,089.2841	1.1121		4,112.6374
Total	**0.5980**	**13.8761**	**25.2649**	**0.0399**	**0.7213**	**0.0632**	**0.7845**	**0.1092**	**0.0632**	**0.1724**	**0.0000**	**4,089.2841**	**4,089.2841**	**1.1121**		**4,112.6374**

3.2 Demolition - 2016

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.1993	3.1711	2.2504	8.4500e-003	0.1970	0.0470	0.2440	0.0539	0.0432	0.0971		851.4742	851.4742	6.3000e-003		851.6065
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0668	0.0841	1.0406	2.1800e-003	0.1677	1.5900e-003	0.1693	0.0445	1.4600e-003	0.0459		184.3532	184.3532	0.0100		184.5639
Total	**0.2661**	**3.2552**	**3.2909**	**0.0106**	**0.3647**	**0.0485**	**0.4132**	**0.0984**	**0.0447**	**0.1431**		**1,035.8274**	**1,035.8274**	**0.0163**		**1,036.1704**

3.3 Grading - 2016

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					6.1547	0.0000	6.1547	3.3245	0.0000	3.3245			0.0000			0.0000
Off-Road	3.6669	38.4466	26.0787	0.0298		2.1984	2.1984		2.0225	2.0225		3,093.7889	3,093.7889	0.9332		3,113.3860
Total	**3.6669**	**38.4466**	**26.0787**	**0.0298**	**6.1547**	**2.1984**	**8.3531**	**3.3245**	**2.0225**	**5.3471**		**3,093.7889**	**3,093.7889**	**0.9332**		**3,113.3860**

3.3 Grading - 2016

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0668	0.0841	1.0406	2.1800e-003	0.1677	1.5900e-003	0.1693	0.0445	1.4600e-003	0.0459		184.3532	184.3532	0.0100		184.5639
Total	**0.0668**	**0.0841**	**1.0406**	**2.1800e-003**	**0.1677**	**1.5900e-003**	**0.1693**	**0.0445**	**1.4600e-003**	**0.0459**		**184.3532**	**184.3532**	**0.0100**		**184.5639**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					1.8125	0.0000	1.8125	0.9791	0.0000	0.9791			0.0000			0.0000
Off-Road	0.4934	11.4240	20.3762	0.0298		0.0483	0.0483		0.0483	0.0483	0.0000	3,093.7889	3,093.7889	0.9332		3,113.3860
Total	**0.4934**	**11.4240**	**20.3762**	**0.0298**	**1.8125**	**0.0483**	**1.8609**	**0.9791**	**0.0483**	**1.0274**	**0.0000**	**3,093.7889**	**3,093.7889**	**0.9332**		**3,113.3860**

3.3 Grading - 2016

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0668	0.0841	1.0406	2.1800e-003	0.1677	1.5900e-003	0.1693	0.0445	1.4600e-003	0.0459		184.3532	184.3532	0.0100		184.5639
Total	**0.0668**	**0.0841**	**1.0406**	**2.1800e-003**	**0.1677**	**1.5900e-003**	**0.1693**	**0.0445**	**1.4600e-003**	**0.0459**		**184.3532**	**184.3532**	**0.0100**		**184.5639**

3.4 Building Construction - 2016

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	3.4062	28.5063	18.5066	0.0268		1.9674	1.9674		1.8485	1.8485		2,669.2864	2,669.2864	0.6620		2,683.1890
Total	**3.4062**	**28.5063**	**18.5066**	**0.0268**		**1.9674**	**1.9674**		**1.8485**	**1.8485**		**2,669.2864**	**2,669.2864**	**0.6620**		**2,683.1890**

3.4 Building Construction - 2016

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.2359	2.4502	2.8467	6.1500e-003	0.1746	0.0383	0.2129	0.0497	0.0352	0.0849		616.6177	616.6177	4.5300e-003		616.7128
Worker	0.4543	0.5718	7.0757	0.0148	1.1401	0.0108	1.1509	0.3024	9.9100e-003	0.3123		1,253.6017	1,253.6017	0.0682		1,255.0348
Total	**0.6902**	**3.0220**	**9.9224**	**0.0210**	**1.3147**	**0.0491**	**1.3638**	**0.3521**	**0.0451**	**0.3972**		**1,870.2194**	**1,870.2194**	**0.0728**		**1,871.7476**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.0501	11.0242	18.2884	0.0268		0.1797	0.1797		0.1797	0.1797	0.0000	2,669.2864	2,669.2864	0.6620		2,683.1890
Total	**1.0501**	**11.0242**	**18.2884**	**0.0268**		**0.1797**	**0.1797**		**0.1797**	**0.1797**	**0.0000**	**2,669.2864**	**2,669.2864**	**0.6620**		**2,683.1890**

3.4 Building Construction - 2016

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.2359	2.4502	2.8467	6.1500e-003	0.1746	0.0383	0.2129	0.0497	0.0352	0.0849		616.6177	616.6177	4.5300e-003		616.7128
Worker	0.4543	0.5718	7.0757	0.0148	1.1401	0.0108	1.1509	0.3024	9.9100e-003	0.3123		1,253.6017	1,253.6017	0.0682		1,255.0348
Total	**0.6902**	**3.0220**	**9.9224**	**0.0210**	**1.3147**	**0.0491**	**1.3638**	**0.3521**	**0.0451**	**0.3972**		**1,870.2194**	**1,870.2194**	**0.0728**		**1,871.7476**

3.5 Paving - 2016

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	2.0898	22.3859	14.8176	0.0223		1.2610	1.2610		1.1601	1.1601		2,316.3767	2,316.3767	0.6987		2,331.0495
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**2.0898**	**22.3859**	**14.8176**	**0.0223**		**1.2610**	**1.2610**		**1.1601**	**1.1601**		**2,316.3767**	**2,316.3767**	**0.6987**		**2,331.0495**

3.5 Paving - 2016

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0668	0.0841	1.0406	2.1800e-003	0.1677	1.5900e-003	0.1693	0.0445	1.4600e-003	0.0459		184.3532	184.3532	0.0100		184.5639
Total	**0.0668**	**0.0841**	**1.0406**	**2.1800e-003**	**0.1677**	**1.5900e-003**	**0.1693**	**0.0445**	**1.4600e-003**	**0.0459**		**184.3532**	**184.3532**	**0.0100**		**184.5639**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.3281	9.8256	16.9276	0.0223		0.0366	0.0366		0.0366	0.0366	0.0000	2,316.3767	2,316.3767	0.6987		2,331.0495
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**0.3281**	**9.8256**	**16.9276**	**0.0223**		**0.0366**	**0.0366**		**0.0366**	**0.0366**	**0.0000**	**2,316.3767**	**2,316.3767**	**0.6987**		**2,331.0495**

3.5 Paving - 2016

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0668	0.0841	1.0406	2.1800e-003	0.1677	1.5900e-003	0.1693	0.0445	1.4600e-003	0.0459		184.3532	184.3532	0.0100		184.5639
Total	**0.0668**	**0.0841**	**1.0406**	**2.1800e-003**	**0.1677**	**1.5900e-003**	**0.1693**	**0.0445**	**1.4600e-003**	**0.0459**		**184.3532**	**184.3532**	**0.0100**		**184.5639**

3.6 Architectural Coating - 2016

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	21.8193					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.3685	2.3722	1.8839	2.9700e-003		0.1966	0.1966		0.1966	0.1966		281.4481	281.4481	0.0332		282.1449
Total	**22.1877**	**2.3722**	**1.8839**	**2.9700e-003**		**0.1966**	**0.1966**		**0.1966**	**0.1966**		**281.4481**	**281.4481**	**0.0332**		**282.1449**

3.6 Architectural Coating - 2016

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0891	0.1121	1.3874	2.9100e-003	0.2236	2.1100e-003	0.2257	0.0593	1.9400e-003	0.0612		245.8043	245.8043	0.0134		246.0853
Total	**0.0891**	**0.1121**	**1.3874**	**2.9100e-003**	**0.2236**	**2.1100e-003**	**0.2257**	**0.0593**	**1.9400e-003**	**0.0612**		**245.8043**	**245.8043**	**0.0134**		**246.0853**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	21.8193					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.0545	1.0598	1.8324	2.9700e-003		3.9600e-003	3.9600e-003		3.9600e-003	3.9600e-003	0.0000	281.4481	281.4481	0.0332		282.1449
Total	**21.8737**	**1.0598**	**1.8324**	**2.9700e-003**		**3.9600e-003**	**3.9600e-003**		**3.9600e-003**	**3.9600e-003**	**0.0000**	**281.4481**	**281.4481**	**0.0332**		**282.1449**

3.6 Architectural Coating - 2016

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0891	0.1121	1.3874	2.9100e-003	0.2236	2.1100e-003	0.2257	0.0593	1.9400e-003	0.0612		245.8043	245.8043	0.0134		246.0853
Total	**0.0891**	**0.1121**	**1.3874**	**2.9100e-003**	**0.2236**	**2.1100e-003**	**0.2257**	**0.0593**	**1.9400e-003**	**0.0612**		**245.8043**	**245.8043**	**0.0134**		**246.0853**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Unmitigated	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Mid Rise	0.00	0.00	0.00		
General Light Industry	0.00	0.00	0.00		
General Office Building	0.00	0.00	0.00		
Government Office Building	0.00	0.00	0.00		
High Turnover (Sit Down Restaurant)	0.00	0.00	0.00		
Single Family Housing	0.00	0.00	0.00		
Strip Mall	0.00	0.00	0.00		
Total	0.00	0.00	0.00		

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Apartments Mid Rise	14.70	5.90	8.70	40.20	19.20	40.60	86	11	3
General Light Industry	16.60	8.40	6.90	59.00	28.00	13.00	92	5	3
General Office Building	16.60	8.40	6.90	33.00	48.00	19.00	77	19	4
Government Office Building	16.60	8.40	6.90	33.00	62.00	5.00	50	34	16
High Turnover (Sit Down	16.60	8.40	6.90	8.50	72.50	19.00	37	20	43
Single Family Housing	14.70	5.90	8.70	40.20	19.20	40.60	86	11	3
Strip Mall	16.60	8.40	6.90	16.60	64.40	19.00	45	40	15

LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
0.532559	0.058242	0.178229	0.125155	0.038934	0.006273	0.016761	0.032323	0.002478	0.003154	0.003685	0.000544	0.001663

5.0 Energy Detail

4.4 Fleet Mix

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
NaturalGas Unmitigated	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Apartments Mid Rise	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
General Light Industry	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
General Office Building	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Government Office Building	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
High Turnover (Sit Down Restaurant)	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Single Family Housing	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Strip Mall	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
General Light Industry	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
General Office Building	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Government Office Building	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
High Turnover (Sit Down Restaurant)	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Single Family Housing	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Strip Mall	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Apartments Mid Rise	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	4.3268	0.0914	7.8445	4.1000e-004		0.0426	0.0426		0.0426	0.0426	0.0000	13.9876	13.9876	0.0141	0.0000	14.2833
Unmitigated	4.3268	0.0914	7.8445	4.1000e-004		0.0426	0.0426		0.0426	0.0426	0.0000	13.9876	13.9876	0.0141	0.0000	14.2833

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	4.0818					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.2450	0.0914	7.8445	4.1000e-004		0.0426	0.0426		0.0426	0.0426		13.9876	13.9876	0.0141		14.2833
Total	**4.3268**	**0.0914**	**7.8445**	**4.1000e-004**		**0.0426**	**0.0426**		**0.0426**	**0.0426**	**0.0000**	**13.9876**	**13.9876**	**0.0141**	**0.0000**	**14.2833**

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	4.0818					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.2450	0.0914	7.8445	4.1000e-004		0.0426	0.0426		0.0426	0.0426		13.9876	13.9876	0.0141		14.2833
Total	**4.3268**	**0.0914**	**7.8445**	**4.1000e-004**		**0.0426**	**0.0426**		**0.0426**	**0.0426**	**0.0000**	**13.9876**	**13.9876**	**0.0141**	**0.0000**	**14.2833**

7.0 Water Detail

7.1 Mitigation Measures Water

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

10.0 Vegetation

Baldwin Park

Criteria Pollutant Operational Emissions

Unmitigated Operations

Emissions Source	Pollutant					
	ROG	NO_X	CO	SO_X	PM_{10}	$PM_{2.5}$
	Daily Emissions (lbs/day)					
Existing						
Area	6.95	0.13	9.99	0.01	1.31	1.31
Energy	0.04	0.40	0.28	0.00	0.03	0.03
Mobile	10.96	26.09	107.42	0.19	12.92	3.71
Total	17.95	26.62	117.69	0.21	14.26	5.05
Proposed Project						
Area	31.52	0.80	69.83	0.00	1.41	1.40
Energy	0.57	5.04	3.46	0.03	0.39	0.39
Mobile	30.94	66.17	310.81	1.24	78.14	22.07
Total	63.03	72.01	384.10	1.27	79.94	23.86
Net Emissions						
Area	24.57	0.67	59.84	-0.01	0.11	0.09
Energy	0.52	4.64	3.18	0.03	0.36	0.36
Mobile	19.99	40.08	203.39	1.04	65.22	18.36
Total Net Emissions	45.08	45.39	266.41	1.06	65.68	18.81
SCAQMD Thresholds	55	55	550	150	150	55
Significant	**No**	**No**	**No**	**No**	**No**	**No**

Source: ESA CalEEMod Modeling January 16, 2015

Mitigated Operations (Mitigation Not Required)

Baldwin Park
Operational Localized Significance

Unmitigated

Emissions Source	Pollutant			
	NO_X	CO	PM_{10}	$PM_{2.5}$
Annual Emissions (tons/year)				
Daily (lbs/day)				
Net Emissions	5.31	63.02	1.82	0.84
SCAQMD Thresholds	69	535	2	1
Significant	**No**	**No**	**No**	**No**
Source: ESA CalEEMod Modeling January 16, 2015				

*LST emissions are only associated with onsite emissions. LST assumes that 2/10 of a mile would be traveled on site on average.

Baldwin Park Existing Conditions - Operational Only

Los Angeles-South Coast County, Winter

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Single Family Housing	17.00	Dwelling Unit	1.19	30,600.00	49
Manufacturing	23.47	1000sqft	1.58	23,470.00	0
Medical Office Building	11.91	1000sqft	0.72	11,910.00	0
Automobile Care Center	10.70	1000sqft	0.67	10,701.00	0
Government Office Building	21.82	1000sqft	2.66	21,816.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	33
Climate Zone	9			**Operational Year**	2014
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	630.89	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics - Operation of only the land uses that will be removed as part of the proposed project.

Land Use - Based on the dwelling units and square footage of land uses that will be removed with the new plan. Based on project specific data.

Construction Phase - No construction. CalEEMod does not allow for construction to be skipped/turned off. Construction information removed from output.

Off-road Equipment - No construction

Trips and VMT - No construction

Architectural Coating - No construction

Vehicle Trips - Trip rates based on project specific traffic study.

Woodstoves - Based on default values for historic development purposes

Area Coating -

Energy Use - Historic data used becasue buildings constructed prior to 2008

Water And Wastewater - Based on proejct speific data and no septic tanks

Solid Waste - Based on project specific data.

Waste Mitigation - Based on Currently achieved divergance in California

Table Name	Column Name	Default Value	New Value
tblArchitecturalCoating	EF_Nonresidential_Exterior	250.00	0.00
tblArchitecturalCoating	EF_Nonresidential_Interior	250.00	0.00
tblArchitecturalCoating	EF_Residential_Exterior	100.00	0.00
tblArchitecturalCoating	EF_Residential_Interior	50.00	0.00
tblConstructionPhase	NumDays	20.00	1.00
tblEnergyUse	LightingElect	3.85	3.55
tblEnergyUse	LightingElect	4.63	4.29
tblEnergyUse	LightingElect	3.85	3.55
tblEnergyUse	LightingElect	4.63	4.29
tblEnergyUse	T24E	2.94	2.75
tblEnergyUse	T24E	5.99	5.62
tblEnergyUse	T24E	2.94	2.75
tblEnergyUse	T24E	5.99	5.62

tblEnergyUse	T24E	771.15	596.10
tblEnergyUse	T24NG	15.35	14.36
tblEnergyUse	T24NG	12.05	10.54
tblEnergyUse	T24NG	15.35	14.36
tblEnergyUse	T24NG	12.05	10.54
tblEnergyUse	T24NG	26,604.47	23,944.02
tblLandUse	LotAcreage	5.52	1.19
tblLandUse	LotAcreage	0.54	1.58
tblLandUse	LotAcreage	0.27	0.72
tblLandUse	LotAcreage	0.25	0.67
tblLandUse	LotAcreage	0.50	2.66
tblOffRoadEquipment	UsageHours	6.00	0.00
tblSolidWaste	SolidWasteGenerationRate	40.87	23.88
tblSolidWaste	SolidWasteGenerationRate	20.29	48.69
tblSolidWaste	SolidWasteGenerationRate	29.10	52.99
tblSolidWaste	SolidWasteGenerationRate	128.63	26.58
tblSolidWaste	SolidWasteGenerationRate	20.09	37.94
tblTripsAndVMT	HaulingTripLength	20.00	0.00
tblTripsAndVMT	VendorTripLength	6.90	0.00
tblTripsAndVMT	WorkerTripLength	14.70	0.00
tblVehicleTrips	ST_TR	62.00	40.09
tblVehicleTrips	ST_TR	1.49	3.75
tblVehicleTrips	ST_TR	8.96	31.82
tblVehicleTrips	ST_TR	10.08	8.39
tblVehicleTrips	SU_TR	62.00	40.09
tblVehicleTrips	SU_TR	0.62	3.75
tblVehicleTrips	SU_TR	1.55	31.82
tblVehicleTrips	SU_TR	8.77	8.39

tblVehicleTrips	WD_TR	62.00	40.09
tblVehicleTrips	WD_TR	68.93	67.55
tblVehicleTrips	WD_TR	3.82	3.75
tblVehicleTrips	WD_TR	36.13	31.82
tblVehicleTrips	WD_TR	9.57	8.39
tblWater	AerobicPercent	87.46	97.54
tblWater	AerobicPercent	87.46	97.54
tblWater	AerobicPercent	87.46	97.54
tblWater	AerobicPercent	87.46	97.54
tblWater	AerobicPercent	87.46	97.54
tblWater	AnaerobicandFacultativeLagoonsPercent	2.21	2.46
tblWater	AnaerobicandFacultativeLagoonsPercent	2.21	2.46
tblWater	AnaerobicandFacultativeLagoonsPercent	2.21	2.46
tblWater	AnaerobicandFacultativeLagoonsPercent	2.21	2.46
tblWater	AnaerobicandFacultativeLagoonsPercent	2.21	2.46
tblWater	IndoorWaterUseRate	1,006,667.85	401,287.50
tblWater	IndoorWaterUseRate	4,334,754.35	2,960,700.00
tblWater	IndoorWaterUseRate	5,427,437.50	978,157.09
tblWater	IndoorWaterUseRate	1,494,473.20	446,625.00
tblWater	IndoorWaterUseRate	1,107,618.44	4,479,280.00
tblWater	OutdoorWaterUseRate	616,989.97	39,624.84
tblWater	OutdoorWaterUseRate	2,656,784.92	292,352.17
tblWater	OutdoorWaterUseRate	284,661.56	44,101.66
tblWater	OutdoorWaterUseRate	698,281.19	545,929.83
tblWater	SepticTankPercent	10.33	0.00
tblWater	SepticTankPercent	10.33	0.00
tblWater	SepticTankPercent	10.33	0.00
tblWater	SepticTankPercent	10.33	0.00

tblWater	SepticTankPercent	10.33	0.00

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2014	0.0205	3.9900e-003	0.0570	2.0000e-005	6.0000e-005	5.0000e-005	1.1000e-004	2.0000e-005	5.0000e-005	7.0000e-005	0.0000	1.5068	1.5068	2.7000e-004	0.0000	1.5124
Total	**0.0205**	**3.9900e-003**	**0.0570**	**2.0000e-005**	**6.0000e-005**	**5.0000e-005**	**1.1000e-004**	**2.0000e-005**	**5.0000e-005**	**7.0000e-005**	**0.0000**	**1.5068**	**1.5068**	**2.7000e-004**	**0.0000**	**1.5124**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2014	0.0205	3.9900e-003	0.0570	2.0000e-005	6.0000e-005	5.0000e-005	1.1000e-004	2.0000e-005	5.0000e-005	7.0000e-005	0.0000	1.5068	1.5068	2.7000e-004	0.0000	1.5124
Total	**0.0205**	**3.9900e-003**	**0.0570**	**2.0000e-005**	**6.0000e-005**	**5.0000e-005**	**1.1000e-004**	**2.0000e-005**	**5.0000e-005**	**7.0000e-005**	**0.0000**	**1.5068**	**1.5068**	**2.7000e-004**	**0.0000**	**1.5124**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	6.9491	0.1301	9.9889	0.0137		1.3063	1.3063		1.3061	1.3061	159.2376	308.5403	467.7779	0.4776	0.0108	481.1582
Energy	0.0449	0.3996	0.2826	2.4500e-003		0.0310	0.0310		0.0310	0.0310		489.2821	489.2821	9.3800e-003	8.9700e-003	492.2598
Mobile	10.9583	26.0910	107.4227	0.1826	12.5286	0.3930	12.9216	3.3492	0.3607	3.7099		16,960.7550	16,960.7550	0.8476		16,978.5540
Total	**17.9523**	**26.6207**	**117.6943**	**0.1988**	**12.5286**	**1.7302**	**14.2589**	**3.3492**	**1.6977**	**5.0469**	**159.2376**	**17,758.5773**	**17,917.8150**	**1.3346**	**0.0198**	**17,951.9720**

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	6.9491	0.1301	9.9889	0.0137		1.3063	1.3063		1.3061	1.3061	159.2376	308.5403	467.7779	0.4776	0.0108	481.1582
Energy	0.0449	0.3996	0.2826	2.4500e-003		0.0310	0.0310		0.0310	0.0310		489.2821	489.2821	9.3800e-003	8.9700e-003	492.2598
Mobile	10.9583	26.0910	107.4227	0.1826	12.5286	0.3930	12.9216	3.3492	0.3607	3.7099		16,960.7550	16,960.7550	0.8476		16,978.5540
Total	**17.9523**	**26.6207**	**117.6943**	**0.1988**	**12.5286**	**1.7302**	**14.2589**	**3.3492**	**1.6977**	**5.0469**	**159.2376**	**17,758.5773**	**17,917.8150**	**1.3346**	**0.0198**	**17,951.9720**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Architectural Coating	Architectural Coating	1/1/2014	1/1/2014	5	1	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 0

Acres of Paving: 0

Residential Indoor: 61,965; Residential Outdoor: 20,655; Non-Residential Indoor: 101,846; Non-Residential Outdoor: 33,949 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Architectural Coating	Air Compressors	1	0.00	78	0.48

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Architectural Coating	1	6.00	0.00	0.00	0.00	0.00	0.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

3.2 Architectural Coating - 2014

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**		**0.0000**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0205	3.9900e-003	0.0570	2.0000e-005	6.0000e-005	5.0000e-005	1.1000e-004	2.0000e-005	5.0000e-005	7.0000e-005		1.5068	1.5068	2.7000e-004		1.5124
Total	**0.0205**	**3.9900e-003**	**0.0570**	**2.0000e-005**	**6.0000e-005**	**5.0000e-005**	**1.1000e-004**	**2.0000e-005**	**5.0000e-005**	**7.0000e-005**		**1.5068**	**1.5068**	**2.7000e-004**		**1.5124**

3.2 Architectural Coating - 2014

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0205	3.9900e-003	0.0570	2.0000e-005	6.0000e-005	5.0000e-005	1.1000e-004	2.0000e-005	5.0000e-005	7.0000e-005		1.5068	1.5068	2.7000e-004		1.5124
Total	**0.0205**	**3.9900e-003**	**0.0570**	**2.0000e-005**	**6.0000e-005**	**5.0000e-005**	**1.1000e-004**	**2.0000e-005**	**5.0000e-005**	**7.0000e-005**		**1.5068**	**1.5068**	**2.7000e-004**		**1.5124**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	10.9583	26.0910	107.4227	0.1826	12.5286	0.3930	12.9216	3.3492	0.3607	3.7099		16,960.7550	16,960.7550	0.8476		16,978.5540
Unmitigated	10.9583	26.0910	107.4227	0.1826	12.5286	0.3930	12.9216	3.3492	0.3607	3.7099		16,960.7550	16,960.7550	0.8476		16,978.5540

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Automobile Care Center	429.00	429.00	429.00	574,672	574,672
Government Office Building	1,473.61	0.00	0.00	2,478,568	2,478,568
Manufacturing	87.99	87.99	87.99	389,640	389,640
Medical Office Building	379.00	379.00	379.00	983,072	983,072
Single Family Housing	142.63	142.63	142.63	487,388	487,388
Total	2,512.23	1,038.62	1,038.62	4,913,340	4,913,340

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Automobile Care Center	16.60	8.40	6.90	33.00	48.00	19.00	21	51	28
Government Office Building	16.60	8.40	6.90	33.00	62.00	5.00	50	34	16
Manufacturing	16.60	8.40	6.90	59.00	28.00	13.00	92	5	3
Medical Office Building	16.60	8.40	6.90	29.60	51.40	19.00	60	30	10
Single Family Housing	14.70	5.90	8.70	40.20	19.20	40.60	86	11	3

LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
0.535275	0.058759	0.178478	0.127034	0.038632	0.006246	0.015618	0.028471	0.002426	0.003171	0.003696	0.000547	0.001645

5.0 Energy Detail

4.4 Fleet Mix

Historical Energy Use: Y

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	0.0449	0.3996	0.2826	2.4500e-003		0.0310	0.0310		0.0310	0.0310		489.2821	489.2821	9.3800e-003	8.9700e-003	492.2598
NaturalGas Unmitigated	0.0449	0.3996	0.2826	2.4500e-003		0.0310	0.0310		0.0310	0.0310		489.2821	489.2821	9.3800e-003	8.9700e-003	492.2598

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Automobile Care Center	551.468	5.9500e-003	0.0541	0.0454	3.2000e-004		4.1100e-003	4.1100e-003		4.1100e-003	4.1100e-003		64.8786	64.8786	1.2400e-003	1.1900e-003	65.2734
Government Office Building	653.285	7.0500e-003	0.0641	0.0538	3.8000e-004		4.8700e-003	4.8700e-003		4.8700e-003	4.8700e-003		76.8570	76.8570	1.4700e-003	1.4100e-003	77.3248
Manufacturing	1209.51	0.0130	0.1186	0.0996	7.1000e-004		9.0100e-003	9.0100e-003		9.0100e-003	9.0100e-003		142.2952	142.2952	2.7300e-003	2.6100e-003	143.1611
Medical Office Building	356.647	3.8500e-003	0.0350	0.0294	2.1000e-004		2.6600e-003	2.6600e-003		2.6600e-003	2.6600e-003		41.9585	41.9585	8.0000e-004	7.7000e-004	42.2139
Single Family Housing	1387.99	0.0150	0.1279	0.0544	8.2000e-004		0.0103	0.0103		0.0103	0.0103		163.2928	163.2928	3.1300e-003	2.9900e-003	164.2866
Total		**0.0449**	**0.3996**	**0.2826**	**2.4400e-003**		**0.0310**	**0.0310**		**0.0310**	**0.0310**		**489.2821**	**489.2821**	**9.3700e-003**	**8.9700e-003**	**492.2598**

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Government Office Building	0.653285	7.0500e-003	0.0641	0.0538	3.8000e-004		4.8700e-003	4.8700e-003		4.8700e-003	4.8700e-003		76.8570	76.8570	1.4700e-003	1.4100e-003	77.3248
Manufacturing	1.20951	0.0130	0.1186	0.0996	7.1000e-004		9.0100e-003	9.0100e-003		9.0100e-003	9.0100e-003		142.2952	142.2952	2.7300e-003	2.6100e-003	143.1611
Medical Office Building	0.356647	3.8500e-003	0.0350	0.0294	2.1000e-004		2.6600e-003	2.6600e-003		2.6600e-003	2.6600e-003		41.9585	41.9585	8.0000e-004	7.7000e-004	42.2139
Single Family Housing	1.38799	0.0150	0.1279	0.0544	8.2000e-004		0.0103	0.0103		0.0103	0.0103		163.2928	163.2928	3.1300e-003	2.9900e-003	164.2866
Automobile Care Center	0.551468	5.9500e-003	0.0541	0.0454	3.2000e-004		4.1100e-003	4.1100e-003		4.1100e-003	4.1100e-003		64.8786	64.8786	1.2400e-003	1.1900e-003	65.2734
Total		**0.0449**	**0.3996**	**0.2826**	**2.4400e-003**		**0.0310**	**0.0310**		**0.0310**	**0.0310**		**489.2821**	**489.2821**	**9.3700e-003**	**8.9700e-003**	**492.2598**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	6.9491	0.1301	9.9889	0.0137		1.3063	1.3063		1.3061	1.3061	159.2376	308.5403	467.7779	0.4776	0.0108	481.1582
Unmitigated	6.9491	0.1301	9.9889	0.0137		1.3063	1.3063		1.3061	1.3061	159.2376	308.5403	467.7779	0.4776	0.0108	481.1582

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.4967					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	1.9502					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	4.4546	0.1130	8.5449	0.0136		1.2986	1.2986		1.2984	1.2984	159.2376	306.0000	465.2376	0.4749	0.0108	478.5605
Landscaping	0.0476	0.0171	1.4440	7.0000e-005		7.6600e-003	7.6600e-003		7.6600e-003	7.6600e-003		2.5403	2.5403	2.7400e-003		2.5977
Total	**6.9491**	**0.1301**	**9.9889**	**0.0137**		**1.3063**	**1.3063**		**1.3061**	**1.3061**	**159.2376**	**308.5403**	**467.7779**	**0.4776**	**0.0108**	**481.1582**

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.4967					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	1.9502					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	4.4546	0.1130	8.5449	0.0136		1.2986	1.2986		1.2984	1.2984	159.2376	306.0000	465.2376	0.4749	0.0108	478.5605
Landscaping	0.0476	0.0171	1.4440	7.0000e-005		7.6600e-003	7.6600e-003		7.6600e-003	7.6600e-003		2.5403	2.5403	2.7400e-003		2.5977
Total	**6.9491**	**0.1301**	**9.9889**	**0.0137**		**1.3063**	**1.3063**		**1.3061**	**1.3061**	**159.2376**	**308.5403**	**467.7779**	**0.4776**	**0.0108**	**481.1582**

7.0 Water Detail

7.1 Mitigation Measures Water

8.0 Waste Detail

8.1 Mitigation Measures Waste

Institute Recycling and Composting Services

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

10.0 Vegetation

Baldwin Park Existing Conditions - Operational Only

Los Angeles-South Coast County, Summer

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Single Family Housing	17.00	Dwelling Unit	1.19	30,600.00	49
Manufacturing	23.47	1000sqft	1.58	23,470.00	0
Medical Office Building	11.91	1000sqft	0.72	11,910.00	0
Automobile Care Center	10.70	1000sqft	0.67	10,701.00	0
Government Office Building	21.82	1000sqft	2.66	21,816.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	33
Climate Zone	9			**Operational Year**	2014
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	630.89	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics - Operation of only the land uses that will be removed as part of the proposed project.

Land Use - Based on the dwelling units and square footage of land uses that will be removed with the new plan. Based on project specific data.

Construction Phase - No construction. CalEEMod does not allow for construction to be skipped/turned off. Construction information removed from output.

Off-road Equipment - No construction

Trips and VMT - No construction

Architectural Coating - No construction

Vehicle Trips - Trip rates based on project specific traffic study.

Woodstoves - Based on default values for historic development purposes

Area Coating -

Energy Use - Historic data used becasue buildings constructed prior to 2008

Water And Wastewater - Based on proejct speific data and no septic tanks

Solid Waste - Based on project specific data.

Waste Mitigation - Based on Currently achieved divergance in California

Table Name	Column Name	Default Value	New Value
tblArchitecturalCoating	EF_Nonresidential_Exterior	250.00	0.00
tblArchitecturalCoating	EF_Nonresidential_Interior	250.00	0.00
tblArchitecturalCoating	EF_Residential_Exterior	100.00	0.00
tblArchitecturalCoating	EF_Residential_Interior	50.00	0.00
tblConstructionPhase	NumDays	20.00	1.00
tblEnergyUse	LightingElect	3.85	3.55
tblEnergyUse	LightingElect	4.63	4.29
tblEnergyUse	LightingElect	3.85	3.55
tblEnergyUse	LightingElect	4.63	4.29
tblEnergyUse	T24E	2.94	2.75
tblEnergyUse	T24E	5.99	5.62
tblEnergyUse	T24E	2.94	2.75
tblEnergyUse	T24E	5.99	5.62

tblEnergyUse	T24E	771.15	596.10
tblEnergyUse	T24NG	15.35	14.36
tblEnergyUse	T24NG	12.05	10.54
tblEnergyUse	T24NG	15.35	14.36
tblEnergyUse	T24NG	12.05	10.54
tblEnergyUse	T24NG	26,604.47	23,944.02
tblLandUse	LotAcreage	5.52	1.19
tblLandUse	LotAcreage	0.54	1.58
tblLandUse	LotAcreage	0.27	0.72
tblLandUse	LotAcreage	0.25	0.67
tblLandUse	LotAcreage	0.50	2.66
tblOffRoadEquipment	UsageHours	6.00	0.00
tblSolidWaste	SolidWasteGenerationRate	40.87	23.88
tblSolidWaste	SolidWasteGenerationRate	20.29	48.69
tblSolidWaste	SolidWasteGenerationRate	29.10	52.99
tblSolidWaste	SolidWasteGenerationRate	128.63	26.58
tblSolidWaste	SolidWasteGenerationRate	20.09	37.94
tblTripsAndVMT	HaulingTripLength	20.00	0.00
tblTripsAndVMT	VendorTripLength	6.90	0.00
tblTripsAndVMT	WorkerTripLength	14.70	0.00
tblVehicleTrips	ST_TR	62.00	40.09
tblVehicleTrips	ST_TR	1.49	3.75
tblVehicleTrips	ST_TR	8.96	31.82
tblVehicleTrips	ST_TR	10.08	8.39
tblVehicleTrips	SU_TR	62.00	40.09
tblVehicleTrips	SU_TR	0.62	3.75
tblVehicleTrips	SU_TR	1.55	31.82
tblVehicleTrips	SU_TR	8.77	8.39

tblVehicleTrips	WD_TR	62.00	40.09
tblVehicleTrips	WD_TR	68.93	67.55
tblVehicleTrips	WD_TR	3.82	3.75
tblVehicleTrips	WD_TR	36.13	31.82
tblVehicleTrips	WD_TR	9.57	8.39
tblWater	AerobicPercent	87.46	97.54
tblWater	AerobicPercent	87.46	97.54
tblWater	AerobicPercent	87.46	97.54
tblWater	AerobicPercent	87.46	97.54
tblWater	AerobicPercent	87.46	97.54
tblWater	AnaerobicandFacultativeLagoonsPercent	2.21	2.46
tblWater	AnaerobicandFacultativeLagoonsPercent	2.21	2.46
tblWater	AnaerobicandFacultativeLagoonsPercent	2.21	2.46
tblWater	AnaerobicandFacultativeLagoonsPercent	2.21	2.46
tblWater	AnaerobicandFacultativeLagoonsPercent	2.21	2.46
tblWater	IndoorWaterUseRate	1,006,667.85	401,287.50
tblWater	IndoorWaterUseRate	4,334,754.35	2,960,700.00
tblWater	IndoorWaterUseRate	5,427,437.50	978,157.09
tblWater	IndoorWaterUseRate	1,494,473.20	446,625.00
tblWater	IndoorWaterUseRate	1,107,618.44	4,479,280.00
tblWater	OutdoorWaterUseRate	616,989.97	39,624.84
tblWater	OutdoorWaterUseRate	2,656,784.92	292,352.17
tblWater	OutdoorWaterUseRate	284,661.56	44,101.66
tblWater	OutdoorWaterUseRate	698,281.19	545,929.83
tblWater	SepticTankPercent	10.33	0.00
tblWater	SepticTankPercent	10.33	0.00
tblWater	SepticTankPercent	10.33	0.00
tblWater	SepticTankPercent	10.33	0.00

tblWater	SepticTankPercent	10.33	0.00

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2014	0.0187	3.6500e-003	0.0444	2.0000e-005	6.0000e-005	5.0000e-005	1.1000e-004	2.0000e-005	5.0000e-005	7.0000e-005	0.0000	1.5365	1.5365	2.7000e-004	0.0000	1.5422
Total	**0.0187**	**3.6500e-003**	**0.0444**	**2.0000e-005**	**6.0000e-005**	**5.0000e-005**	**1.1000e-004**	**2.0000e-005**	**5.0000e-005**	**7.0000e-005**	**0.0000**	**1.5365**	**1.5365**	**2.7000e-004**	**0.0000**	**1.5422**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2014	0.0187	3.6500e-003	0.0444	2.0000e-005	6.0000e-005	5.0000e-005	1.1000e-004	2.0000e-005	5.0000e-005	7.0000e-005	0.0000	1.5365	1.5365	2.7000e-004	0.0000	1.5422
Total	**0.0187**	**3.6500e-003**	**0.0444**	**2.0000e-005**	**6.0000e-005**	**5.0000e-005**	**1.1000e-004**	**2.0000e-005**	**5.0000e-005**	**7.0000e-005**	**0.0000**	**1.5365**	**1.5365**	**2.7000e-004**	**0.0000**	**1.5422**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	6.9491	0.1301	9.9889	0.0137		1.3063	1.3063		1.3061	1.3061	159.2376	308.5403	467.7779	0.4776	0.0108	481.1582
Energy	0.0449	0.3996	0.2826	2.4500e-003		0.0310	0.0310		0.0310	0.0310		489.2821	489.2821	9.3800e-003	8.9700e-003	492.2598
Mobile	10.3088	24.7607	105.6678	0.1913	12.5286	0.3896	12.9182	3.3492	0.3576	3.7068		17,753.6217	17,753.6217	0.8469		17,771.4065
Total	**17.3028**	**25.2903**	**115.9394**	**0.2074**	**12.5286**	**1.7268**	**14.2555**	**3.3492**	**1.6946**	**5.0438**	**159.2376**	**18,551.4441**	**18,710.6817**	**1.3339**	**0.0198**	**18,744.8245**

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	6.9491	0.1301	9.9889	0.0137		1.3063	1.3063		1.3061	1.3061	159.2376	308.5403	467.7779	0.4776	0.0108	481.1582
Energy	0.0449	0.3996	0.2826	2.4500e-003		0.0310	0.0310		0.0310	0.0310		489.2821	489.2821	9.3800e-003	8.9700e-003	492.2598
Mobile	10.3088	24.7607	105.6678	0.1913	12.5286	0.3896	12.9182	3.3492	0.3576	3.7068		17,753.6217	17,753.6217	0.8469		17,771.4065
Total	**17.3028**	**25.2903**	**115.9394**	**0.2074**	**12.5286**	**1.7268**	**14.2555**	**3.3492**	**1.6946**	**5.0438**	**159.2376**	**18,551.4441**	**18,710.6817**	**1.3339**	**0.0198**	**18,744.8245**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Architectural Coating	Architectural Coating	1/1/2014	1/1/2014	5	1	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 0

Acres of Paving: 0

Residential Indoor: 61,965; Residential Outdoor: 20,655; Non-Residential Indoor: 101,846; Non-Residential Outdoor: 33,949 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Architectural Coating	Air Compressors	1	0.00	78	0.48

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Architectural Coating	1	6.00	0.00	0.00	0.00	0.00	0.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

3.2 Architectural Coating - 2014

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**		**0.0000**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0187	3.6500e-003	0.0444	2.0000e-005	6.0000e-005	5.0000e-005	1.1000e-004	2.0000e-005	5.0000e-005	7.0000e-005		1.5365	1.5365	2.7000e-004		1.5422
Total	**0.0187**	**3.6500e-003**	**0.0444**	**2.0000e-005**	**6.0000e-005**	**5.0000e-005**	**1.1000e-004**	**2.0000e-005**	**5.0000e-005**	**7.0000e-005**		**1.5365**	**1.5365**	**2.7000e-004**		**1.5422**

3.2 Architectural Coating - 2014

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0187	3.6500e-003	0.0444	2.0000e-005	6.0000e-005	5.0000e-005	1.1000e-004	2.0000e-005	5.0000e-005	7.0000e-005		1.5365	1.5365	2.7000e-004		1.5422
Total	**0.0187**	**3.6500e-003**	**0.0444**	**2.0000e-005**	**6.0000e-005**	**5.0000e-005**	**1.1000e-004**	**2.0000e-005**	**5.0000e-005**	**7.0000e-005**		**1.5365**	**1.5365**	**2.7000e-004**		**1.5422**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	10.3088	24.7607	105.6678	0.1913	12.5286	0.3896	12.9182	3.3492	0.3576	3.7068		17,753.6217	17,753.6217	0.8469		17,771.4065
Unmitigated	10.3088	24.7607	105.6678	0.1913	12.5286	0.3896	12.9182	3.3492	0.3576	3.7068		17,753.6217	17,753.6217	0.8469		17,771.4065

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Automobile Care Center	429.00	429.00	429.00	574,672	574,672
Government Office Building	1,473.61	0.00	0.00	2,478,568	2,478,568
Manufacturing	87.99	87.99	87.99	389,640	389,640
Medical Office Building	379.00	379.00	379.00	983,072	983,072
Single Family Housing	142.63	142.63	142.63	487,388	487,388
Total	2,512.23	1,038.62	1,038.62	4,913,340	4,913,340

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Automobile Care Center	16.60	8.40	6.90	33.00	48.00	19.00	21	51	28
Government Office Building	16.60	8.40	6.90	33.00	62.00	5.00	50	34	16
Manufacturing	16.60	8.40	6.90	59.00	28.00	13.00	92	5	3
Medical Office Building	16.60	8.40	6.90	29.60	51.40	19.00	60	30	10
Single Family Housing	14.70	5.90	8.70	40.20	19.20	40.60	86	11	3

LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
0.535275	0.058759	0.178478	0.127034	0.038632	0.006246	0.015618	0.028471	0.002426	0.003171	0.003696	0.000547	0.001645

5.0 Energy Detail

4.4 Fleet Mix

Historical Energy Use: Y

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	0.0449	0.3996	0.2826	2.4500e-003		0.0310	0.0310		0.0310	0.0310		489.2821	489.2821	9.3800e-003	8.9700e-003	492.2598
NaturalGas Unmitigated	0.0449	0.3996	0.2826	2.4500e-003		0.0310	0.0310		0.0310	0.0310		489.2821	489.2821	9.3800e-003	8.9700e-003	492.2598

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Government Office Building	653.285	7.0500e-003	0.0641	0.0538	3.8000e-004		4.8700e-003	4.8700e-003		4.8700e-003	4.8700e-003		76.8570	76.8570	1.4700e-003	1.4100e-003	77.3248
Manufacturing	1209.51	0.0130	0.1186	0.0996	7.1000e-004		9.0100e-003	9.0100e-003		9.0100e-003	9.0100e-003		142.2952	142.2952	2.7300e-003	2.6100e-003	143.1611
Medical Office Building	356.647	3.8500e-003	0.0350	0.0294	2.1000e-004		2.6600e-003	2.6600e-003		2.6600e-003	2.6600e-003		41.9585	41.9585	8.0000e-004	7.7000e-004	42.2139
Single Family Housing	1387.99	0.0150	0.1279	0.0544	8.2000e-004		0.0103	0.0103		0.0103	0.0103		163.2928	163.2928	3.1300e-003	2.9900e-003	164.2866
Automobile Care Center	551.468	5.9500e-003	0.0541	0.0454	3.2000e-004		4.1100e-003	4.1100e-003		4.1100e-003	4.1100e-003		64.8786	64.8786	1.2400e-003	1.1900e-003	65.2734
Total		**0.0449**	**0.3996**	**0.2826**	**2.4400e-003**		**0.0310**	**0.0310**		**0.0310**	**0.0310**		**489.2821**	**489.2821**	**9.3700e-003**	**8.9700e-003**	**492.2598**

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Government Office Building	0.653285	7.0500e-003	0.0641	0.0538	3.8000e-004		4.8700e-003	4.8700e-003		4.8700e-003	4.8700e-003		76.8570	76.8570	1.4700e-003	1.4100e-003	77.3248
Manufacturing	1.20951	0.0130	0.1186	0.0996	7.1000e-004		9.0100e-003	9.0100e-003		9.0100e-003	9.0100e-003		142.2952	142.2952	2.7300e-003	2.6100e-003	143.1611
Medical Office Building	0.356647	3.8500e-003	0.0350	0.0294	2.1000e-004		2.6600e-003	2.6600e-003		2.6600e-003	2.6600e-003		41.9585	41.9585	8.0000e-004	7.7000e-004	42.2139
Single Family Housing	1.38799	0.0150	0.1279	0.0544	8.2000e-004		0.0103	0.0103		0.0103	0.0103		163.2928	163.2928	3.1300e-003	2.9900e-003	164.2866
Automobile Care Center	0.551468	5.9500e-003	0.0541	0.0454	3.2000e-004		4.1100e-003	4.1100e-003		4.1100e-003	4.1100e-003		64.8786	64.8786	1.2400e-003	1.1900e-003	65.2734
Total		**0.0449**	**0.3996**	**0.2826**	**2.4400e-003**		**0.0310**	**0.0310**		**0.0310**	**0.0310**		**489.2821**	**489.2821**	**9.3700e-003**	**8.9700e-003**	**492.2598**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	6.9491	0.1301	9.9889	0.0137		1.3063	1.3063		1.3061	1.3061	159.2376	308.5403	467.7779	0.4776	0.0108	481.1582
Unmitigated	6.9491	0.1301	9.9889	0.0137		1.3063	1.3063		1.3061	1.3061	159.2376	308.5403	467.7779	0.4776	0.0108	481.1582

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.4967					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	1.9502					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	4.4546	0.1130	8.5449	0.0136		1.2986	1.2986		1.2984	1.2984	159.2376	306.0000	465.2376	0.4749	0.0108	478.5605
Landscaping	0.0476	0.0171	1.4440	7.0000e-005		7.6600e-003	7.6600e-003		7.6600e-003	7.6600e-003		2.5403	2.5403	2.7400e-003		2.5977
Total	**6.9491**	**0.1301**	**9.9889**	**0.0137**		**1.3063**	**1.3063**		**1.3061**	**1.3061**	**159.2376**	**308.5403**	**467.7779**	**0.4776**	**0.0108**	**481.1582**

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.4967					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	1.9502					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	4.4546	0.1130	8.5449	0.0136		1.2986	1.2986		1.2984	1.2984	159.2376	306.0000	465.2376	0.4749	0.0108	478.5605
Landscaping	0.0476	0.0171	1.4440	7.0000e-005		7.6600e-003	7.6600e-003		7.6600e-003	7.6600e-003		2.5403	2.5403	2.7400e-003		2.5977
Total	**6.9491**	**0.1301**	**9.9889**	**0.0137**		**1.3063**	**1.3063**		**1.3061**	**1.3061**	**159.2376**	**308.5403**	**467.7779**	**0.4776**	**0.0108**	**481.1582**

7.0 Water Detail

7.1 Mitigation Measures Water

8.0 Waste Detail

8.1 Mitigation Measures Waste

Institute Recycling and Composting Services

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

10.0 Vegetation

Baldwin Park - Project - Operational Only - Unmitigated

Los Angeles-South Coast County, Winter

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Apartments Mid Rise	848.00	Dwelling Unit	8.35	848,000.00	2425
General Light Industry	10.72	1000sqft	0.55	10,719.00	0
General Office Building	21.03	1000sqft	0.80	21,034.00	0
Strip Mall	276.82	1000sqft	10.40	276,824.00	0
High Turnover (Sit Down Restaurant)	48.73	1000sqft	1.86	48,729.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	33
Climate Zone	9			**Operational Year**	2035
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	630.89	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics - Based on project specific information. Only incorporates the "growth" in land use.

Land Use - Based on proejct specific data

Construction Phase - No construction activities. CalEEMod won't allow construction to be turned off so construction information in the output is removed.

Off-road Equipment - no constrcution

Trips and VMT - no construction

Architectural Coating - no construction

Vehicle Trips - Based on project specific traffic study

Woodstoves - No wood burning stoves or fireplaces per SCAQMD regulations

Energy Use -

Water And Wastewater - Based on project specific data and no septic tanks

Solid Waste - Based on project specific data

Area Mitigation - Based on SCAQMD Regulations

Energy Mitigation - Based on difference between 2008 Title 24 and 2013 Title 24.

Water Mitigation - Based on Cal Gree requirements

Waste Mitigation - Achieved diversion rate in California

Table Name	Column Name	Default Value	New Value
tblArchitecturalCoating	EF_Nonresidential_Exterior	250.00	0.00
tblArchitecturalCoating	EF_Nonresidential_Interior	250.00	0.00
tblArchitecturalCoating	EF_Residential_Exterior	100.00	0.00
tblArchitecturalCoating	EF_Residential_Interior	50.00	0.00
tblConstructionPhase	NumDays	20.00	1.00
tblLandUse	LotAcreage	22.32	8.35
tblLandUse	LotAcreage	0.25	0.55
tblLandUse	LotAcreage	0.48	0.80
tblLandUse	LotAcreage	6.36	10.40
tblLandUse	LotAcreage	1.12	1.86
tblOffRoadEquipment	UsageHours	6.00	0.00

tblProjectCharacteristics	OperationalYear	2014	2035
tblSolidWaste	SolidWasteGenerationRate	390.08	1,892.71
tblSolidWaste	SolidWasteGenerationRate	13.29	8.04
tblSolidWaste	SolidWasteGenerationRate	19.56	15.78
tblSolidWaste	SolidWasteGenerationRate	579.89	207.62
tblSolidWaste	SolidWasteGenerationRate	290.66	36.55
tblTripsAndVMT	HaulingTripLength	20.00	0.00
tblTripsAndVMT	VendorTripLength	6.90	0.00
tblTripsAndVMT	WorkerTripLength	14.70	0.00
tblVehicleTrips	ST_TR	7.16	4.70
tblVehicleTrips	ST_TR	1.32	6.27
tblVehicleTrips	ST_TR	2.37	9.94
tblVehicleTrips	ST_TR	158.37	69.42
tblVehicleTrips	ST_TR	42.04	31.60
tblVehicleTrips	SU_TR	6.07	4.70
tblVehicleTrips	SU_TR	0.68	6.27
tblVehicleTrips	SU_TR	0.98	9.94
tblVehicleTrips	SU_TR	131.84	69.42
tblVehicleTrips	SU_TR	20.43	31.60
tblVehicleTrips	WD_TR	6.59	4.70
tblVehicleTrips	WD_TR	6.97	6.27
tblVehicleTrips	WD_TR	11.01	9.94
tblVehicleTrips	WD_TR	127.15	69.42
tblVehicleTrips	WD_TR	44.32	31.60
tblWater	AerobicPercent	87.46	97.54
tblWater	AerobicPercent	87.46	97.54
tblWater	AerobicPercent	87.46	97.54
tblWater	AerobicPercent	87.46	97.54

tblWater	AerobicPercent	87.46	97.54
tblWater	AnaerobicandFacultativeLagoonsPercent	2.21	2.46
tblWater	AnaerobicandFacultativeLagoonsPercent	2.21	2.46
tblWater	AnaerobicandFacultativeLagoonsPercent	2.21	2.46
tblWater	AnaerobicandFacultativeLagoonsPercent	2.21	2.46
tblWater	AnaerobicandFacultativeLagoonsPercent	2.21	2.46
tblWater	IndoorWaterUseRate	55,250,613.73	26,346,663.72
tblWater	IndoorWaterUseRate	2,479,000.00	1,241,371.55
tblWater	IndoorWaterUseRate	3,737,740.72	1,730,024.54
tblWater	IndoorWaterUseRate	14,791,197.81	1,495,673.72
tblWater	IndoorWaterUseRate	20,504,755.40	21,733,077.11
tblWater	OutdoorWaterUseRate	34,831,908.65	3,211,103.02
tblWater	OutdoorWaterUseRate	2,290,873.34	170,830.02
tblWater	OutdoorWaterUseRate	944,119.01	147,689.22
tblWater	OutdoorWaterUseRate	12,567,430.73	2,146,016.92
tblWater	SepticTankPercent	10.33	0.00
tblWater	SepticTankPercent	10.33	0.00
tblWater	SepticTankPercent	10.33	0.00
tblWater	SepticTankPercent	10.33	0.00
tblWater	SepticTankPercent	10.33	0.00
tblWoodstoves	NumberCatalytic	42.40	0.00
tblWoodstoves	NumberNoncatalytic	42.40	0.00
tblWoodstoves	WoodstoveDayYear	25.00	0.00
tblWoodstoves	WoodstoveWoodMass	999.60	0.00

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2017	0.4004	0.0698	1.0282	4.2000e-004	1.4400e-003	1.2100e-003	2.6500e-003	5.7000e-004	1.1200e-003	1.6900e-003	0.0000	33.2181	33.2181	4.5900e-003	0.0000	33.3144
Total	**0.4004**	**0.0698**	**1.0282**	**4.2000e-004**	**1.4400e-003**	**1.2100e-003**	**2.6500e-003**	**5.7000e-004**	**1.1200e-003**	**1.6900e-003**	**0.0000**	**33.2181**	**33.2181**	**4.5900e-003**	**0.0000**	**33.3144**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2017	0.4004	0.0698	1.0282	4.2000e-004	1.4400e-003	1.2100e-003	2.6500e-003	5.7000e-004	1.1200e-003	1.6900e-003	0.0000	33.2181	33.2181	4.5900e-003	0.0000	33.3144
Total	**0.4004**	**0.0698**	**1.0282**	**4.2000e-004**	**1.4400e-003**	**1.2100e-003**	**2.6500e-003**	**5.7000e-004**	**1.1200e-003**	**1.6900e-003**	**0.0000**	**33.2181**	**33.2181**	**4.5900e-003**	**0.0000**	**33.3144**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	229.3583	3.0518	288.1453	3.7000e-003		31.2590	31.2590		31.2488	31.2488	2,938.5574	15,390.0506	18,328.6080	0.4127	0.5391	18,504.4029
Energy	0.6107	5.4162	3.6692	0.0333		0.4219	0.4219		0.4219	0.4219		6,662.0672	6,662.0672	0.1277	0.1221	6,702.6115
Mobile	30.9443	66.1687	310.8112	1.1830	76.3877	1.7510	78.1387	20.4507	1.6159	22.0666		85,134.8065	85,134.8065	2.3377		85,183.8981
Total	**260.9133**	**74.6367**	**602.6257**	**1.2200**	**76.3877**	**33.4319**	**109.8196**	**20.4507**	**33.2866**	**53.7373**	**2,938.5574**	**107,186.9243**	**110,125.4817**	**2.8781**	**0.6613**	**110,390.9125**

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	31.5202	0.8047	69.8323	3.7000e-003		1.4117	1.4117		1.4009	1.4009	0.0000	16,287.9329	16,287.9329	0.4299	0.2963	16,388.8139
Energy	0.5670	5.0353	3.4585	0.0309		0.3917	0.3917		0.3917	0.3917		6,184.8936	6,184.8936	0.1185	0.1134	6,222.5338
Mobile	30.9443	66.1687	310.8112	1.1830	76.3877	1.7510	78.1387	20.4507	1.6159	22.0666		85,134.8065	85,134.8065	2.3377		85,183.8981
Total	**63.0314**	**72.0087**	**384.1019**	**1.2176**	**76.3877**	**3.5544**	**79.9421**	**20.4507**	**3.4085**	**23.8592**	**0.0000**	**107,607.6330**	**107,607.6330**	**2.8861**	**0.4097**	**107,795.2459**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	75.84	3.52	36.26	0.20	0.00	89.37	27.21	0.00	89.76	55.60	100.00	-0.39	2.29	-0.28	38.04	2.35

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Architectural Coating	Architectural Coating	1/1/2017	1/2/2017	5	1	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 0

Acres of Paving: 0

Residential Indoor: 1,717,200; Residential Outdoor: 572,400; Non-Residential Indoor: 535,959; Non-Residential Outdoor: 178,653 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Architectural Coating	Air Compressors	1	0.00	78	0.48

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Architectural Coating	1	146.00	0.00	0.00	0.00	0.00	0.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

3.2 Architectural Coating - 2017

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**		**0.0000**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.4004	0.0698	1.0282	4.2000e-004	1.4400e-003	1.2100e-003	2.6500e-003	5.7000e-004	1.1200e-003	1.6900e-003		33.2181	33.2181	4.5900e-003		33.3144
Total	**0.4004**	**0.0698**	**1.0282**	**4.2000e-004**	**1.4400e-003**	**1.2100e-003**	**2.6500e-003**	**5.7000e-004**	**1.1200e-003**	**1.6900e-003**		**33.2181**	**33.2181**	**4.5900e-003**		**33.3144**

3.2 Architectural Coating - 2017

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.4004	0.0698	1.0282	4.2000e-004	1.4400e-003	1.2100e-003	2.6500e-003	5.7000e-004	1.1200e-003	1.6900e-003		33.2181	33.2181	4.5900e-003		33.3144
Total	**0.4004**	**0.0698**	**1.0282**	**4.2000e-004**	**1.4400e-003**	**1.2100e-003**	**2.6500e-003**	**5.7000e-004**	**1.1200e-003**	**1.6900e-003**		**33.2181**	**33.2181**	**4.5900e-003**		**33.3144**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	30.9443	66.1687	310.8112	1.1830	76.3877	1.7510	78.1387	20.4507	1.6159	22.0666		85,134.8065	85,134.8065	2.3377		85,183.8981
Unmitigated	30.9443	66.1687	310.8112	1.1830	76.3877	1.7510	78.1387	20.4507	1.6159	22.0666		85,134.8065	85,134.8065	2.3377		85,183.8981

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Mid Rise	3,988.99	3,988.99	3988.99	13,630,992	13,630,992
General Light Industry	67.17	67.17	67.17	297,426	297,426
General Office Building	209.01	209.01	209.01	673,333	673,333
High Turnover (Sit Down Restaurant)	3,382.82	3,382.82	3382.82	4,610,205	4,610,205
Strip Mall	8,746.53	8,746.53	8746.53	16,641,108	16,641,108
Total	16,394.52	16,394.52	16,394.52	35,853,065	35,853,065

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Apartments Mid Rise	14.70	5.90	8.70	40.20	19.20	40.60	86	11	3
General Light Industry	16.60	8.40	6.90	59.00	28.00	13.00	92	5	3
General Office Building	16.60	8.40	6.90	33.00	48.00	19.00	77	19	4
High Turnover (Sit Down	16.60	8.40	6.90	8.50	72.50	19.00	37	20	43
Strip Mall	16.60	8.40	6.90	16.60	64.40	19.00	45	40	15

LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
0.491908	0.059855	0.185077	0.131229	0.044940	0.007356	0.019164	0.046757	0.003019	0.003347	0.004084	0.000506	0.002760

5.0 Energy Detail

4.4 Fleet Mix

Historical Energy Use: N

5.1 Mitigation Measures Energy

Exceed Title 24

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	0.5670	5.0353	3.4585	0.0309		0.3917	0.3917		0.3917	0.3917		6,184.8936	6,184.8936	0.1185	0.1134	6,222.5338
NaturalGas Unmitigated	0.6107	5.4162	3.6692	0.0333		0.4219	0.4219		0.4219	0.4219		6,662.0672	6,662.0672	0.1277	0.1221	6,702.6115

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
General Light Industry	552.396	5.9600e-003	0.0542	0.0455	3.2000e-004		4.1200e-003	4.1200e-003		4.1200e-003	4.1200e-003		64.9877	64.9877	1.2500e-003	1.1900e-003	65.3832
General Office Building	629.867	6.7900e-003	0.0618	0.0519	3.7000e-004		4.6900e-003	4.6900e-003		4.6900e-003	4.6900e-003		74.1021	74.1021	1.4200e-003	1.3600e-003	74.5530
High Turnover (Sit Down Restaurant)	31107.8	0.3355	3.0498	2.5618	0.0183		0.2318	0.2318		0.2318	0.2318		3,659.7403	3,659.7403	0.0702	0.0671	3,682.0129
Strip Mall	1289.32	0.0139	0.1264	0.1062	7.6000e-004		9.6100e-003	9.6100e-003		9.6100e-003	9.6100e-003		151.6844	151.6844	2.9100e-003	2.7800e-003	152.6075
Apartments Mid Rise	23048.2	0.2486	2.1241	0.9039	0.0136		0.1717	0.1717		0.1717	0.1717		2,711.5528	2,711.5528	0.0520	0.0497	2,728.0548
Total		**0.6107**	**5.4161**	**3.6692**	**0.0333**		**0.4219**	**0.4219**		**0.4219**	**0.4219**		**6,662.0672**	**6,662.0672**	**0.1277**	**0.1221**	**6,702.6115**

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
General Light Industry	0.489139	5.2800e-003	0.0480	0.0403	2.9000e-004		3.6400e-003	3.6400e-003		3.6400e-003	3.6400e-003		57.5457	57.5457	1.1000e-003	1.0600e-003	57.8960
General Office Building	0.538759	5.8100e-003	0.0528	0.0444	3.2000e-004		4.0100e-003	4.0100e-003		4.0100e-003	4.0100e-003		63.3834	63.3834	1.2100e-003	1.1600e-003	63.7691
High Turnover (Sit Down Restaurant)	30.202	0.3257	2.9610	2.4872	0.0178		0.2250	0.2250		0.2250	0.2250		3,553.1805	3,553.1805	0.0681	0.0651	3,574.8045
Strip Mall	1.15166	0.0124	0.1129	0.0948	6.8000e-004		8.5800e-003	8.5800e-003		8.5800e-003	8.5800e-003		135.4898	135.4898	2.6000e-003	2.4800e-003	136.3144
Apartments Mid Rise	20.19	0.2177	1.8607	0.7918	0.0119		0.1504	0.1504		0.1504	0.1504		2,375.2942	2,375.2942	0.0455	0.0436	2,389.7498
Total		**0.5670**	**5.0353**	**3.4585**	**0.0309**		**0.3917**	**0.3917**		**0.3917**	**0.3917**		**6,184.8936**	**6,184.8936**	**0.1185**	**0.1134**	**6,222.5338**

6.0 Area Detail

6.1 Mitigation Measures Area

Use Low VOC Paint - Residential Interior

Use Low VOC Paint - Residential Exterior

Use Low VOC Paint - Non-Residential Interior

Use Low VOC Paint - Non-Residential Exterior

Use only Natural Gas Hearths

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	31.5202	0.8047	69.8323	3.7000e-003		1.4117	1.4117		1.4009	1.4009	0.0000	16,287.9329	16,287.9329	0.4299	0.2963	16,388.8139
Unmitigated	229.3583	3.0518	288.1453	3.7000e-003		31.2590	31.2590		31.2488	31.2488	2,938.5574	15,390.0506	18,328.6080	0.4127	0.5391	18,504.4029

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	4.0858					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	23.8651					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	199.3197	2.2472	218.3939	0.0000		30.8709	30.8709		30.8607	30.8607	2,938.5574	15,264.0000	18,202.5574	0.2926	0.5391	18,375.8298
Landscaping	2.0878	0.8046	69.7514	3.7000e-003		0.3881	0.3881		0.3881	0.3881		126.0506	126.0506	0.1201		128.5731
Total	**229.3583**	**3.0518**	**288.1453**	**3.7000e-003**		**31.2590**	**31.2590**		**31.2488**	**31.2488**	**2,938.5574**	**15,390.0506**	**18,328.6080**	**0.4127**	**0.5391**	**18,504.4029**

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	4.0858					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	23.8651					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	1.4815	7.0000e-005	0.0808	0.0000		1.0236	1.0236		1.0128	1.0128	0.0000	16,161.8824	16,161.8824	0.3098	0.2963	16,260.2409
Landscaping	2.0878	0.8046	69.7514	3.7000e-003		0.3881	0.3881		0.3881	0.3881		126.0506	126.0506	0.1201		128.5731
Total	**31.5202**	**0.8047**	**69.8323**	**3.7000e-003**		**1.4117**	**1.4117**		**1.4009**	**1.4009**	**0.0000**	**16,287.9329**	**16,287.9329**	**0.4299**	**0.2963**	**16,388.8140**

7.0 Water Detail

7.1 Mitigation Measures Water

Apply Water Conservation Strategy

8.0 Waste Detail

8.1 Mitigation Measures Waste

Institute Recycling and Composting Services

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

10.0 Vegetation

Baldwin Park - Project - Operational Only - Unmitigated

Los Angeles-South Coast County, Summer

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Apartments Mid Rise	848.00	Dwelling Unit	8.35	848,000.00	2425
General Light Industry	10.72	1000sqft	0.55	10,719.00	0
General Office Building	21.03	1000sqft	0.80	21,034.00	0
Strip Mall	276.82	1000sqft	10.40	276,824.00	0
High Turnover (Sit Down Restaurant)	48.73	1000sqft	1.86	48,729.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	33
Climate Zone	9			**Operational Year**	2035
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	630.89	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics - Based on project specific information. Only incorporates the "growth" in land use.

Land Use - Based on proejct specific data

Construction Phase - No construction activities. CalEEMod won't allow construction to be turned off so construction information in the output is removed.

Off-road Equipment - no constrcution

Trips and VMT - no construction

Architectural Coating - no construction

Vehicle Trips - Based on project specific traffic study

Woodstoves - No wood burning stoves or fireplaces per SCAQMD regulations

Energy Use -

Water And Wastewater - Based on project specific data and no septic tanks

Solid Waste - Based on project specific data

Area Mitigation - Based on SCAQMD Regulations

Energy Mitigation - Based on difference between 2008 Title 24 and 2013 Title 24.

Water Mitigation - Based on Cal Gree requirements

Waste Mitigation - Achieved diversion rate in California

Table Name	Column Name	Default Value	New Value
tblArchitecturalCoating	EF_Nonresidential_Exterior	250.00	0.00
tblArchitecturalCoating	EF_Nonresidential_Interior	250.00	0.00
tblArchitecturalCoating	EF_Residential_Exterior	100.00	0.00
tblArchitecturalCoating	EF_Residential_Interior	50.00	0.00
tblConstructionPhase	NumDays	20.00	1.00
tblLandUse	LotAcreage	22.32	8.35
tblLandUse	LotAcreage	0.25	0.55
tblLandUse	LotAcreage	0.48	0.80
tblLandUse	LotAcreage	6.36	10.40
tblLandUse	LotAcreage	1.12	1.86
tblOffRoadEquipment	UsageHours	6.00	0.00

tblProjectCharacteristics	OperationalYear	2014	2035
tblSolidWaste	SolidWasteGenerationRate	390.08	1,892.71
tblSolidWaste	SolidWasteGenerationRate	13.29	8.04
tblSolidWaste	SolidWasteGenerationRate	19.56	15.78
tblSolidWaste	SolidWasteGenerationRate	579.89	207.62
tblSolidWaste	SolidWasteGenerationRate	290.66	36.55
tblTripsAndVMT	HaulingTripLength	20.00	0.00
tblTripsAndVMT	VendorTripLength	6.90	0.00
tblTripsAndVMT	WorkerTripLength	14.70	0.00
tblVehicleTrips	ST_TR	7.16	4.70
tblVehicleTrips	ST_TR	1.32	6.27
tblVehicleTrips	ST_TR	2.37	9.94
tblVehicleTrips	ST_TR	158.37	69.42
tblVehicleTrips	ST_TR	42.04	31.60
tblVehicleTrips	SU_TR	6.07	4.70
tblVehicleTrips	SU_TR	0.68	6.27
tblVehicleTrips	SU_TR	0.98	9.94
tblVehicleTrips	SU_TR	131.84	69.42
tblVehicleTrips	SU_TR	20.43	31.60
tblVehicleTrips	WD_TR	6.59	4.70
tblVehicleTrips	WD_TR	6.97	6.27
tblVehicleTrips	WD_TR	11.01	9.94
tblVehicleTrips	WD_TR	127.15	69.42
tblVehicleTrips	WD_TR	44.32	31.60
tblWater	AerobicPercent	87.46	97.54
tblWater	AerobicPercent	87.46	97.54
tblWater	AerobicPercent	87.46	97.54
tblWater	AerobicPercent	87.46	97.54

tblWater	AerobicPercent	87.46	97.54
tblWater	AnaerobicandFacultativeLagoonsPercent	2.21	2.46
tblWater	AnaerobicandFacultativeLagoonsPercent	2.21	2.46
tblWater	AnaerobicandFacultativeLagoonsPercent	2.21	2.46
tblWater	AnaerobicandFacultativeLagoonsPercent	2.21	2.46
tblWater	AnaerobicandFacultativeLagoonsPercent	2.21	2.46
tblWater	IndoorWaterUseRate	55,250,613.73	26,346,663.72
tblWater	IndoorWaterUseRate	2,479,000.00	1,241,371.55
tblWater	IndoorWaterUseRate	3,737,740.72	1,730,024.54
tblWater	IndoorWaterUseRate	14,791,197.81	1,495,673.72
tblWater	IndoorWaterUseRate	20,504,755.40	21,733,077.11
tblWater	OutdoorWaterUseRate	34,831,908.65	3,211,103.02
tblWater	OutdoorWaterUseRate	2,290,873.34	170,830.02
tblWater	OutdoorWaterUseRate	944,119.01	147,689.22
tblWater	OutdoorWaterUseRate	12,567,430.73	2,146,016.92
tblWater	SepticTankPercent	10.33	0.00
tblWater	SepticTankPercent	10.33	0.00
tblWater	SepticTankPercent	10.33	0.00
tblWater	SepticTankPercent	10.33	0.00
tblWater	SepticTankPercent	10.33	0.00
tblWoodstoves	NumberCatalytic	42.40	0.00
tblWoodstoves	NumberNoncatalytic	42.40	0.00
tblWoodstoves	WoodstoveDayYear	25.00	0.00
tblWoodstoves	WoodstoveWoodMass	999.60	0.00

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2017	0.3674	0.0638	0.7962	4.2000e-004	1.4400e-003	1.2100e-003	2.6500e-003	5.7000e-004	1.1200e-003	1.6900e-003	0.0000	33.8740	33.8740	4.5900e-003	0.0000	33.9703
Total	**0.3674**	**0.0638**	**0.7962**	**4.2000e-004**	**1.4400e-003**	**1.2100e-003**	**2.6500e-003**	**5.7000e-004**	**1.1200e-003**	**1.6900e-003**	**0.0000**	**33.8740**	**33.8740**	**4.5900e-003**	**0.0000**	**33.9703**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2017	0.3674	0.0638	0.7962	4.2000e-004	1.4400e-003	1.2100e-003	2.6500e-003	5.7000e-004	1.1200e-003	1.6900e-003	0.0000	33.8740	33.8740	4.5900e-003	0.0000	33.9703
Total	**0.3674**	**0.0638**	**0.7962**	**4.2000e-004**	**1.4400e-003**	**1.2100e-003**	**2.6500e-003**	**5.7000e-004**	**1.1200e-003**	**1.6900e-003**	**0.0000**	**33.8740**	**33.8740**	**4.5900e-003**	**0.0000**	**33.9703**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	229.3583	3.0518	288.1453	3.7000e-003		31.2590	31.2590		31.2488	31.2488	2,938.5574	15,390.0506	18,328.6080	0.4127	0.5391	18,504.4029
Energy	0.6107	5.4162	3.6692	0.0333		0.4219	0.4219		0.4219	0.4219		6,662.0672	6,662.0672	0.1277	0.1221	6,702.6115
Mobile	29.3355	63.5556	292.0505	1.2362	76.3877	1.7429	78.1306	20.4507	1.6085	22.0592		88,636.9344	88,636.9344	2.3299		88,685.8621
Total	**259.3046**	**72.0236**	**583.8650**	**1.2733**	**76.3877**	**33.4238**	**109.8115**	**20.4507**	**33.2792**	**53.7299**	**2,938.5574**	**110,689.0521**	**113,627.6096**	**2.8703**	**0.6613**	**113,892.8764**

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	31.5202	0.8047	69.8323	3.7000e-003		1.4117	1.4117		1.4009	1.4009	0.0000	16,287.9329	16,287.9329	0.4299	0.2963	16,388.8139
Energy	0.5670	5.0353	3.4585	0.0309		0.3917	0.3917		0.3917	0.3917		6,184.8936	6,184.8936	0.1185	0.1134	6,222.5338
Mobile	29.3355	63.5556	292.0505	1.2362	76.3877	1.7429	78.1306	20.4507	1.6085	22.0592		88,636.9344	88,636.9344	2.3299		88,685.8621
Total	**61.4227**	**69.3956**	**365.3412**	**1.2709**	**76.3877**	**3.5463**	**79.9340**	**20.4507**	**3.4011**	**23.8518**	**0.0000**	**111,109.7609**	**111,109.7609**	**2.8783**	**0.4097**	**111,297.2098**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	76.31	3.65	37.43	0.19	0.00	89.39	27.21	0.00	89.78	55.61	100.00	-0.38	2.22	-0.28	38.04	2.28

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Architectural Coating	Architectural Coating	1/1/2017	1/2/2017	5	1	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 0

Acres of Paving: 0

Residential Indoor: 1,717,200; Residential Outdoor: 572,400; Non-Residential Indoor: 535,959; Non-Residential Outdoor: 178,653 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Architectural Coating	Air Compressors	1	0.00	78	0.48

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Architectural Coating	1	146.00	0.00	0.00	0.00	0.00	0.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

3.2 Architectural Coating - 2017

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**		**0.0000**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.3674	0.0638	0.7962	4.2000e-004	1.4400e-003	1.2100e-003	2.6500e-003	5.7000e-004	1.1200e-003	1.6900e-003		33.8740	33.8740	4.5900e-003		33.9703
Total	**0.3674**	**0.0638**	**0.7962**	**4.2000e-004**	**1.4400e-003**	**1.2100e-003**	**2.6500e-003**	**5.7000e-004**	**1.1200e-003**	**1.6900e-003**		**33.8740**	**33.8740**	**4.5900e-003**		**33.9703**

3.2 Architectural Coating - 2017

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.3674	0.0638	0.7962	4.2000e-004	1.4400e-003	1.2100e-003	2.6500e-003	5.7000e-004	1.1200e-003	1.6900e-003		33.8740	33.8740	4.5900e-003		33.9703
Total	**0.3674**	**0.0638**	**0.7962**	**4.2000e-004**	**1.4400e-003**	**1.2100e-003**	**2.6500e-003**	**5.7000e-004**	**1.1200e-003**	**1.6900e-003**		**33.8740**	**33.8740**	**4.5900e-003**		**33.9703**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	29.3355	63.5556	292.0505	1.2362	76.3877	1.7429	78.1306	20.4507	1.6085	22.0592		88,636.9344	88,636.9344	2.3299		88,685.8621
Unmitigated	29.3355	63.5556	292.0505	1.2362	76.3877	1.7429	78.1306	20.4507	1.6085	22.0592		88,636.9344	88,636.9344	2.3299		88,685.8621

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Mid Rise	3,988.99	3,988.99	3988.99	13,630,992	13,630,992
General Light Industry	67.17	67.17	67.17	297,426	297,426
General Office Building	209.01	209.01	209.01	673,333	673,333
High Turnover (Sit Down Restaurant)	3,382.82	3,382.82	3382.82	4,610,205	4,610,205
Strip Mall	8,746.53	8,746.53	8746.53	16,641,108	16,641,108
Total	16,394.52	16,394.52	16,394.52	35,853,065	35,853,065

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Apartments Mid Rise	14.70	5.90	8.70	40.20	19.20	40.60	86	11	3
General Light Industry	16.60	8.40	6.90	59.00	28.00	13.00	92	5	3
General Office Building	16.60	8.40	6.90	33.00	48.00	19.00	77	19	4
High Turnover (Sit Down	16.60	8.40	6.90	8.50	72.50	19.00	37	20	43
Strip Mall	16.60	8.40	6.90	16.60	64.40	19.00	45	40	15

LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
0.491908	0.059855	0.185077	0.131229	0.044940	0.007356	0.019164	0.046757	0.003019	0.003347	0.004084	0.000506	0.002760

5.0 Energy Detail

4.4 Fleet Mix

Historical Energy Use: N

5.1 Mitigation Measures Energy

Exceed Title 24

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	0.5670	5.0353	3.4585	0.0309		0.3917	0.3917		0.3917	0.3917		6,184.8936	6,184.8936	0.1185	0.1134	6,222.5338
NaturalGas Unmitigated	0.6107	5.4162	3.6692	0.0333		0.4219	0.4219		0.4219	0.4219		6,662.0672	6,662.0672	0.1277	0.1221	6,702.6115

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
General Light Industry	552.396	5.9600e-003	0.0542	0.0455	3.2000e-004		4.1200e-003	4.1200e-003		4.1200e-003	4.1200e-003		64.9877	64.9877	1.2500e-003	1.1900e-003	65.3832
General Office Building	629.867	6.7900e-003	0.0618	0.0519	3.7000e-004		4.6900e-003	4.6900e-003		4.6900e-003	4.6900e-003		74.1021	74.1021	1.4200e-003	1.3600e-003	74.5530
High Turnover (Sit Down Restaurant)	31107.8	0.3355	3.0498	2.5618	0.0183		0.2318	0.2318		0.2318	0.2318		3,659.7403	3,659.7403	0.0702	0.0671	3,682.0129
Strip Mall	1289.32	0.0139	0.1264	0.1062	7.6000e-004		9.6100e-003	9.6100e-003		9.6100e-003	9.6100e-003		151.6844	151.6844	2.9100e-003	2.7800e-003	152.6075
Apartments Mid Rise	23048.2	0.2486	2.1241	0.9039	0.0136		0.1717	0.1717		0.1717	0.1717		2,711.5528	2,711.5528	0.0520	0.0497	2,728.0548
Total		**0.6107**	**5.4161**	**3.6692**	**0.0333**		**0.4219**	**0.4219**		**0.4219**	**0.4219**		**6,662.0672**	**6,662.0672**	**0.1277**	**0.1221**	**6,702.6115**

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
General Light Industry	0.489139	5.2800e-003	0.0480	0.0403	2.9000e-004		3.6400e-003	3.6400e-003		3.6400e-003	3.6400e-003		57.5457	57.5457	1.1000e-003	1.0600e-003	57.8960
General Office Building	0.538759	5.8100e-003	0.0528	0.0444	3.2000e-004		4.0100e-003	4.0100e-003		4.0100e-003	4.0100e-003		63.3834	63.3834	1.2100e-003	1.1600e-003	63.7691
High Turnover (Sit Down Restaurant)	30.202	0.3257	2.9610	2.4872	0.0178		0.2250	0.2250		0.2250	0.2250		3,553.1805	3,553.1805	0.0681	0.0651	3,574.8045
Strip Mall	1.15166	0.0124	0.1129	0.0948	6.8000e-004		8.5800e-003	8.5800e-003		8.5800e-003	8.5800e-003		135.4898	135.4898	2.6000e-003	2.4800e-003	136.3144
Apartments Mid Rise	20.19	0.2177	1.8607	0.7918	0.0119		0.1504	0.1504		0.1504	0.1504		2,375.2942	2,375.2942	0.0455	0.0436	2,389.7498
Total		**0.5670**	**5.0353**	**3.4585**	**0.0309**		**0.3917**	**0.3917**		**0.3917**	**0.3917**		**6,184.8936**	**6,184.8936**	**0.1185**	**0.1134**	**6,222.5338**

6.0 Area Detail

6.1 Mitigation Measures Area

Use Low VOC Paint - Residential Interior

Use Low VOC Paint - Residential Exterior

Use Low VOC Paint - Non-Residential Interior

Use Low VOC Paint - Non-Residential Exterior

Use only Natural Gas Hearths

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	31.5202	0.8047	69.8323	3.7000e-003		1.4117	1.4117		1.4009	1.4009	0.0000	16,287.9329	16,287.9329	0.4299	0.2963	16,388.8139
Unmitigated	229.3583	3.0518	288.1453	3.7000e-003		31.2590	31.2590		31.2488	31.2488	2,938.5574	15,390.0506	18,328.6080	0.4127	0.5391	18,504.4029

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	4.0858					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	23.8651					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	199.3197	2.2472	218.3939	0.0000		30.8709	30.8709		30.8607	30.8607	2,938.5574	15,264.0000	18,202.5574	0.2926	0.5391	18,375.8298
Landscaping	2.0878	0.8046	69.7514	3.7000e-003		0.3881	0.3881		0.3881	0.3881		126.0506	126.0506	0.1201		128.5731
Total	**229.3583**	**3.0518**	**288.1453**	**3.7000e-003**		**31.2590**	**31.2590**		**31.2488**	**31.2488**	**2,938.5574**	**15,390.0506**	**18,328.6080**	**0.4127**	**0.5391**	**18,504.4029**

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	4.0858					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	23.8651					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	1.4815	7.0000e-005	0.0808	0.0000		1.0236	1.0236		1.0128	1.0128	0.0000	16,161.8824	16,161.8824	0.3098	0.2963	16,260.2409
Landscaping	2.0878	0.8046	69.7514	3.7000e-003		0.3881	0.3881		0.3881	0.3881		126.0506	126.0506	0.1201		128.5731
Total	**31.5202**	**0.8047**	**69.8323**	**3.7000e-003**		**1.4117**	**1.4117**		**1.4009**	**1.4009**	**0.0000**	**16,287.9329**	**16,287.9329**	**0.4299**	**0.2963**	**16,388.8140**

7.0 Water Detail

7.1 Mitigation Measures Water

Apply Water Conservation Strategy

8.0 Waste Detail

8.1 Mitigation Measures Waste

Institute Recycling and Composting Services

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

10.0 Vegetation

Baldwin Park
CO Hotspot - Peak Hour Traffic Volumes

Peak Hour Traffic Volumes

	Existing Plus Project		Future Plus Project	
Intersection	**AM**	**PM**	**AM**	**PM**
Ramona Boulevard and Main Avenue	3,375	4,690	3,712	5,174
Ramona Boulevard and Bogart Avenue	2,527	2,407	2,006	2,638
Ramona Boulevard and Downing Avenue	2,147	2,380	2,352	2,608
Ramona Boulevard and Badillo Street	1,980	2,286	2,173	2,508
Badillo Street & Puente Avenue	2,046	2,154	2,242	2,365
Maine Avenue and Palmrose Street	2,033	1,793	1,499	2,022
Maine Avenue & Clark Street	1,889	2,019	2,089	2,274
Maine Avenue & Los Angeles Street	2,784	2,915	3,064	3,247
Pacific Avenue & Bogart Avenue	1,675	2,216	1,880	2,515
Pacific Avenue & Downing Avenue	1,784	2,251	1,975	2,517
Pacific Avenue & Big Dalton Avenue	1,921	2,212	2,126	2,479
Ramona Boulevard & Cesar Chavez Drive	2,369	3,306	2,558	3,577
Ramona Boulevard & Baldwin Park Boulevard	2,858	3,804	3,186	4,265
Ramona Boulevard & Steward Avenue	1,946	2,197	2,138	2,420
Ramona Boulevard & Merced Avenue	2,566	2,783	2,824	3,071
Merced Avenue & Baldwin Park Boulevard	2,715	2,947	3,038	3,342
Screening Threshold	24,000	24,000	24,000	24,000
Significant?	No	No	No	No

Source: City of Baldwin Park Downtown TOD Specific Plan Traffic Study , January 23, 2015, which was prepared by The Mobility Group

Appendix C
GHG Study

Baldwin Park
Assumptions and CalEEMod Inputs

CalEEMod Inputs that are not modeling defaults:

Project Location:		County
		Los Angeles - SCAQMD
Climate Zone:		9
Operational Year:		
	Existing	2014
	Project:	2035
Utility Company:		Southern California Edison

Land Use Type:

	Existing			
Land Use	**(DU or SF)**	**(ksf)**	**Acres**	**Modeled As**
Residential-Apartments (DU's)	42	42	0.53	Res: Appartment (Mid)
Single Family Residential (DU's)	59	106.2	7.73	Res: Single Family
Public Facility	910			
Community Center	55,173	94.149	5.77	Com: Government (Civic
Communication Facilities (sf)	38,066			Center)
Industrial (sf)	33,644	33.644	2.25	Ind: General Light Ind.
Manufacturing	23,740	23.740	1.58	Ind: Manufacturing
Medical Office (sf)	11,910	11.910	0.72	Com: Medical Office Bld
Auto Repair (sf)	10,701	10.701	0.67	Ret: Auto Care Center
Office (sf)	46,897	46.897	2.89	Com: General Office Bldg.
Government Office (sf)	78,952	78.952	4.84	Com: Gove. Office Bldg.
Retail/Commercial (sf)	576,545	576.545	35.39	Ret: Strip Mall
Restaurant (sf)	10,000	10.000	0.61	Rec: High Turnover Sit dowr

	Project			Change from
Land Use	**(DU or SF)**	**(ksf)**	**Acres**	**Existing**
Residential-Apartments (DU's)	890		8.88	848
Single Family Residential (DU's)	42	75.6	6.54	-17
Public Facility	910			0
Community Center	55,173	94.149	5.77	0
Communication Facilities (sf)	38,066			0
Industrial (sf)	44,363	44.363	2.28	10,719
Manufacturing	0	0.000	0	-23,740
Medical Office (sf)	0	0.000	0	-11,910
Auto Repair (sf)	0	0.000	0	-10,701
Office (sf)	67,931	67.931	2.59	21,034
Government Office (sf)	57,136	57.136	2.17	-21,816
Retail/Commercial (sf)	853,369	853.369	32.50	276,824
Restaurant (sf)	58,729	58.729	2.24	48,729

Baldwin Park
Assumptions and CalEEMod Inputs

Land Use Modeled:

Because this is an infill landuse project, some of the original land uses may stay while others are removed and re-built. Because we do not know the specifics, as a conservative analysis we are assuming that if the new development increases land uses over the existing that just the additional land uses will be constructed. For example, residential apartments under the existing condition have 12 dwelling units while there are 890 under the new development. Therefore, modeling assumes 848 new apartments under the new development. Where there is a decrease in land use from existing, we assume those land uses are removed. For example, single family residences under existing conditions have 59. Under project conditions there will only be 42, that means that 17 are removed. This is will result in net emissions that do not assume newer efficiency standards for buildings that may not be removed and rebuilt. The following represents the land uses modeled to determine the net emissions for the proposed project.

Existing Scenario

	(DU or SF)	(ksf)	Acres	Modeled As
Single Family Residential (DU's)	17		1.19	Res: Single Family
Manufacturing	23,740	23.740	1.58	Ind: Manufacturing
Medical Office (sf)	11,910	11.910	0.72	Com: Medical Office Bld
Auto Repair (sf)	10,701	10.701	0.67	Ret: Auto Care Center
Government Office (sf)	21,816	21.816	2.66	Com: Gove. Office Bldg.

Project Scenario

	(DU or SF)	(ksf)	Acres	Modeled As
Residential-Apartments (DU's)	848		8.35	Res: Appartment (Mid)
Industrial (sf)	10,719	10.719	0.55	Ind: General Light Ind.
Office (sf)	21,034	21.034	0.80	Com: General Office Bldg.
Retail/Commercial (sf)	276,824	276.824	10.54	Ret: Strip Mall
Restaurant (sf)	48,729	48.729	1.86	Rec: High Turnover Sit dowr

Population	Project	Existing	Net
residents (4.4 persons per houshold)	3740	75	3665
employees (383 sqft/employee)	933	178	755
	4673	253	4420

Operational Mobile Sources:

Trip Rate: *Shaded values are those values that are incorporated into the modeling.

	Existing		Project	
Land Use	# Daily Trips	Trip Rate (DU or Ksf)	# Daily Trips	Trip Rate (DU or Ksf)
Residential-Apartments (DU's)	246	5.857	4,187	4.704
Single Family Residential (DU's)	495	8.390	346	8.238
Public Facility	0		0	
Community Center	1866	22.855	1,866	22.855
Communication Facilities (sf)	265		265	
Industrial (sf)	229	6.807	278	6.266
Manufacturing	89	3.749	0	0.000
Medical Office (sf)	379	31.822	0	0.000
Auto Repair (sf)	429	40.090	0	0.000
Office (sf)	508	10.832	675	9.937
Government Office (sf)	5333	67.547	3,544	62.027
Retail/Commercial (sf)	21797	37.806	26,963	31.596
Restaurant (sf)	914	91.400	4,077	69.421

Baldwin Park
Assumptions and CalEEMod Inputs

Area:	**Existing**	**Project**	
Woodstoves:	0	0	SCAQMD Requirement
Fireplaces:	Default	"Mitigated" to Gas only - per SCAQMD Requirement	

Water/Wastewater:

Water Usage

		Existing			Project	
Land use type	AFY	Gallons	Gallons/Unit	AFY	Gallons	Gallons/Unit
Residential	26.4	8,602,477.84	85,173.05	94.99	30,952,627.65	33,210.97
Non-Residential	112.1	36,527,945.67	41.20	100.96	32,897,960.70	27.98

3.06888E-06 gallons per acre foot

	Existing		**Project**		*Shaded areas applied to model
Land Use:	**Internal (gal/y)**	**External (gal/y)**	**Internal (gal/y)**	**External (gal/y)**	
Residential-Apartments (DU's)	3,188,640.00	388,628.01	26,346,663.72	3,211,103.02	
Single Family Residential (DU's)	4,479,280.00	545,929.83	1,243,325.70	151,535.20	Residential:
Public Facility					89.14% %indoor
Community Center	3,530,587.50	348,625.30	2,397,728.29	236,761.94	10.86% %outdoor
Communication Facilities (sf)					Commercial/Industrial:
Industrial (sf)	1,261,650.00	124,580.71	1,241,371.55	0.00	91.01% %indoor
Manufacturing	978,157.09	0.00	0.00	0.00	8.99% %outdoor
Medical Office (sf)	446,625.00	44,101.66	0.00	0.00	
Auto Repair (sf)	401,287.50	39,624.84	0.00	0.00	
Office (sf)	1,758,637.50	173,655.38	1,730,024.54	170,830.02	
Government Office (sf)	2,960,700.00	292,352.17	1,455,104.18	143,683.21	
Retail/Commercial (sf)	21,620,437.50	2,134,894.40	21,733,077.11	2,146,016.92	
Restaurant (sf)	375,000.00	37,029.10	1,495,673.72	147,689.22	
		0.00		0.00	
		8,602,477.84		30,952,627.65	
		36,527,945.67		32,897,960.70	

** No septic tanks

	Septic Tank %	Aerobic	Lagoons
CalEEMod Default	10.33	87.46	2.21
% total		0.98	0.02
Revised		97.54	2.46

Solid Waste:

	Existing		**Existing**	
Land Use:	**lbs/year**	**tons/year**	**lbs/year**	**tons/year**
Residential-Apartments (DU's)	N/A		3,785,429.60	1,892.71
Single Family Residential (DU's)	75,887.15	37.94	N/A	
Industrial (sf)	N/A		16,078.50	8.04
Manufacturing	105,974.17	52.99	N/A	
Medical Office (sf)	53,165.64	26.58	N/A	
Auto Repair (sf)	47,768.73	23.88	N/A	
Office (sf)	N/A		31,551.00	15.78
Government Office (sf)	97,385.53	48.69	N/A	
Retail/Commercial (sf)	N/A		415,236.30	207.62
Restaurant (sf)	N/A		73,093.50	36.55

Baldwin Park
Assumptions and CalEEMod Inputs

Mitigation applied to equal Current Regulations (considered Unmitigated Condition):

		Existing	Project
1	Fireplace set to Natural Gas Only	No	Yes
2	15% greater than Title 24 (difference between 2008 and 2013)	No	Yes
3	20% water reduction (Based on Cal Green requirement)	No	Yes
4	50% waste reduction (Currently achieved in California)	Yes	Yes

CONSTRUCTION INFORMATION

Because this is a specific plan, there is not a given construction schedule. For the purposes of modeling, it is assumed that 10% of the total new development would be constructed in any given year as a worst case scenario. Becasue there is no change in the Public Facililty, Community center, or communications facilities land uses between existing and residential, it was assumed for the purposes of construction that there would be no change in these landuses and therefore the squarefootage of these buildings were eliminated from the construction scenario. For the remaining land use types it is assumed that all existing buildings would be removed and rebuilt. It is also assumed that phases could overlap as more than one individual project could occur at the same time. The construction information provided below represents the non-default conditions that were input into CalEEMod.

Construction schedule based on CalEEMod assumptions.

Phase	Starte Date	End Date	# Days	Days/week
Demolition	1/1/2016	4/21/2016	80	5
Excavation	2/1/2016	5/20/2016	80	5
Building Construction	2/1/2016	12/16/2016	230	5
Paving	2/1/2016	5/20/2016	80	5
Architectural Coating	6/1/2016	12/27/2016	150	5

Land Use to be Constructed per year	**(DU or SF)**	**(ksf)**	**Acres**
Residential-Apartments (DU's)	89.00		0.89
Single Family Residential (DU's)	5.00		0.66
Industrial (sf)	4,436.30	4.44	0.23
Office (sf)	6,793.10	6.79	0.26
Government Office (sf)	5,713.60	5.71	0.22
Retail/Commercial (sf)	85,336.92	85.34	3.25
Restaurant (sf)	5,872.90	5.87	0.22

Square footage of demolition 199,053.800 (based on 10 percent of the existing land use)

Grading/Excavation:

Maximum daily acres of disturbance: 1.5 acres (based on AQMD sheet)

Assumes that all materials are balanced onsite.

Mitigation Applied to Construction Activities

Measure AIR-1: Reduce emissions from construction equipment engine exhaust. The following shall be implemented to reduce ROG, NO_x, CO, PM_{10}, and $PM_{2.5}$ emissions. The proposed Project shall require that all onsite vehicles and equipment with horsepower greater than 50 shall meet, at a minimum, USEPA Tier IV interim engine certification requirements. If Tier IV interim equipment is not available, the Applicant may apply other available technologies available for construction equipment such that it would achieve a comparable reduction in NOx and PM emissions comparable to that of Tier IV construction equipment. Where alternatives to USEPA Tier IV are chosen for the proposed Project, the Applicant shall be required to show evidence to the City that these alternative technologies would achieve comparable emissions reductions. Certifications or alternative reduction strategies shall be required prior to receiving a construction permit.

Measure AIR-3: Reduce fugitive dust (PM_{10} and $PM_{2.5}$) emissions. To reduce fugitive dust emissions from grading, excavation, and other ground preparation activities, all active construction areas shall be watered at least 4 times daily. Watering should be sufficient to prevent airborne dust from leaving the site. Increased watering frequency may be necessary whenever wind speeds exceed 15 miles per hour. Reclaimed water should be used whenever possible.

Baldwin Park
GHG Emissions Summary

Construction

Source	CO_2	CH_4	N_2O	CO_2e
		MT/year		
2016	898.02	4.5175	0	902.54
Total Emissions				9,025.38
Amortized Construction[1]				300.85
Source: ESA CalEEMod Modeling January 16, 2015				
[1] Amortized emissions are the total project emissions divided by 30 (number of anticipated years of use.)				

Unmitigated Operational

Source	CO_2	CH_4	N_2O	CO_2e
		MT/year		
Existing				
Area	5.56	0.14	0.04	5.74
Energy	374.56	0.38	1.28	376.21
Mobile	2,357.74	2.91	0.00	2,360.65
Waste	19.29	28.50	0.00	47.79
Water	40.74	2.40	2.23	45.36
Total				2,835.76
Proposed Project				
Area	197.57	0.43	1.00	199.00
Energy	3,769.53	3.65	13.38	3,786.56
Mobile	14,205.63	9.62	0.00	14,215.25
Waste	519.30	324.01	0.00	843.31
Water	183.49	10.87	10.13	204.49
Total				19,248.61
Net Project				
Area	192.00	0.29	0.97	193.25
Energy	3394.97	3.27	12.10	3410.34
Mobile	11847.89	6.71	0.00	11854.60
Waste	500.01	295.51	0.00	795.51
Water	142.76	8.47	7.91	159.14
Amortized Construction				300.85
Total				16,713.70
Net Service Population[1]				4,420
CO_2e/ Net Service Population[2]				3.78
Project Service Population[3]				4,673
CO_2e/ Project Service Population[2]				4.18
Threshold (MT/SP)				4.60
Is the Project Significant?				No
Source: ESA CalEEMod Modeling January 2015				
[1] Net Service population represents the total number of residents and employees from the proposed growth minus the total number of residents and employees from the removed landuses.				
[2] Annual CO_2e anticipated to be emitted per respective service population.				
[3] Project Service population represents the total number of residents and employees from the proposed growth.				

Mitigated Operational No Mitigation Necessary

Baldwin Park - One Year Construction - With Phase Overlap - Unmitigated

Los Angeles-South Coast County, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Apartments Mid Rise	89.00	Dwelling Unit	0.89	89,000.00	255
Single Family Housing	5.00	Dwelling Unit	0.66	9,000.00	14
General Light Industry	4.44	1000sqft	0.23	4,440.00	0
General Office Building	6.79	1000sqft	0.23	6,790.00	0
Government Office Building	5.71	1000sqft	0.22	5,710.00	0
Strip Mall	85.34	1000sqft	3.25	85,340.00	0
High Turnover (Sit Down Restaurant)	5.87	1000sqft	0.22	5,870.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	33
Climate Zone	9			**Operational Year**	2017
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	630.89	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics - Construction only. Construction is assumed as a maximum of 10% of buildout per year. Using 2016 s a conservative construction year estimate. Pases anticipated to overlap. No operational emissions.

Land Use - 10% of total potential new development

Construction Phase - Assumes that several projects will be conducted throught the year so that not all demolition/grading/etc will occur at one time.

Off-road Equipment -

Off-road Equipment -

Off-road Equipment -

Demolition - Based on 10% of existing buildings that could be replaced

Vehicle Trips - No operational

Woodstoves - No Operational

Area Coating - No operational emissions

Energy Use - No operational emissions

Water And Wastewater - no operational emissions

Solid Waste - No operational emissions

Construction Off-road Equipment Mitigation - Mitigation represents compliance with SCAQMD Rule 403 only. Therefore this represents the "unmitigated" project construction emissions

Table Name	Column Name	Default Value	New Value
tblAreaCoating	ReapplicationRatePercent	10	0
tblConstructionPhase	NumDays	20.00	150.00
tblConstructionPhase	NumDays	20.00	80.00
tblConstructionPhase	NumDays	20.00	80.00
tblConstructionPhase	NumDays	20.00	80.00
tblConstructionPhase	PhaseEndDate	12/16/2016	12/27/2016
tblConstructionPhase	PhaseEndDate	4/7/2017	12/16/2016
tblConstructionPhase	PhaseEndDate	8/11/2016	5/20/2016
tblConstructionPhase	PhaseEndDate	4/7/2017	5/20/2016
tblConstructionPhase	PhaseStartDate	5/21/2016	6/1/2016
tblConstructionPhase	PhaseStartDate	5/21/2016	2/1/2016

tblConstructionPhase	PhaseStartDate	4/22/2016	2/1/2016
tblConstructionPhase	PhaseStartDate	12/17/2016	2/1/2016
tblEnergyUse	LightingElect	741.44	0.00
tblEnergyUse	LightingElect	3.55	0.00
tblEnergyUse	LightingElect	4.29	0.00
tblEnergyUse	LightingElect	4.29	0.00
tblEnergyUse	LightingElect	8.84	0.00
tblEnergyUse	LightingElect	1,608.84	0.00
tblEnergyUse	LightingElect	7.04	0.00
tblEnergyUse	NT24E	2,553.86	0.00
tblEnergyUse	NT24E	5.75	0.00
tblEnergyUse	NT24E	4.62	0.00
tblEnergyUse	NT24E	4.62	0.00
tblEnergyUse	NT24E	28.16	0.00
tblEnergyUse	NT24E	5,089.81	0.00
tblEnergyUse	NT24NG	1,718.92	0.00
tblEnergyUse	NT24NG	4.45	0.00
tblEnergyUse	NT24NG	0.39	0.00
tblEnergyUse	NT24NG	0.39	0.00
tblEnergyUse	NT24NG	187.78	0.00
tblEnergyUse	NT24NG	5,856.92	0.00
tblEnergyUse	NT24NG	0.49	0.00
tblEnergyUse	T24E	246.66	0.00
tblEnergyUse	T24E	2.75	0.00
tblEnergyUse	T24E	5.62	0.00
tblEnergyUse	T24E	5.62	0.00
tblEnergyUse	T24E	9.91	0.00
tblEnergyUse	T24E	596.10	0.00

tblEnergyUse	T24E	4.90	0.00
tblEnergyUse	T24NG	8,201.59	0.00
tblEnergyUse	T24NG	14.36	0.00
tblEnergyUse	T24NG	10.54	0.00
tblEnergyUse	T24NG	10.54	0.00
tblEnergyUse	T24NG	45.23	0.00
tblEnergyUse	T24NG	23,944.02	0.00
tblEnergyUse	T24NG	1.21	0.00
tblFireplaces	FireplaceDayYear	25.00	0.00
tblFireplaces	FireplaceDayYear	25.00	0.00
tblFireplaces	FireplaceHourDay	3.00	0.00
tblFireplaces	FireplaceHourDay	3.00	0.00
tblFireplaces	FireplaceWoodMass	1,019.20	0.00
tblFireplaces	FireplaceWoodMass	1,019.20	0.00
tblFireplaces	NumberGas	75.65	0.00
tblFireplaces	NumberGas	4.25	0.00
tblFireplaces	NumberNoFireplace	8.90	89.00
tblFireplaces	NumberNoFireplace	0.50	17.00
tblFireplaces	NumberWood	4.45	0.00
tblFireplaces	NumberWood	0.25	0.00
tblGrading	AcresOfGrading	40.00	10.00
tblLandUse	LotAcreage	2.34	0.89
tblLandUse	LotAcreage	1.62	0.66
tblLandUse	LotAcreage	0.10	0.23
tblLandUse	LotAcreage	0.16	0.23
tblLandUse	LotAcreage	0.13	0.22
tblLandUse	LotAcreage	1.96	3.25
tblLandUse	LotAcreage	0.13	0.22

tblProjectCharacteristics	OperationalYear	2014	2017
tblSolidWaste	SolidWasteGenerationRate	40.94	0.00
tblSolidWaste	SolidWasteGenerationRate	5.51	0.00
tblSolidWaste	SolidWasteGenerationRate	6.31	0.00
tblSolidWaste	SolidWasteGenerationRate	5.31	0.00
tblSolidWaste	SolidWasteGenerationRate	69.85	0.00
tblSolidWaste	SolidWasteGenerationRate	5.74	0.00
tblSolidWaste	SolidWasteGenerationRate	89.61	0.00
tblVehicleTrips	ST_TR	7.16	0.00
tblVehicleTrips	ST_TR	1.32	0.00
tblVehicleTrips	ST_TR	2.37	0.00
tblVehicleTrips	ST_TR	158.37	0.00
tblVehicleTrips	ST_TR	10.08	0.00
tblVehicleTrips	ST_TR	42.04	0.00
tblVehicleTrips	SU_TR	6.07	0.00
tblVehicleTrips	SU_TR	0.68	0.00
tblVehicleTrips	SU_TR	0.98	0.00
tblVehicleTrips	SU_TR	131.84	0.00
tblVehicleTrips	SU_TR	8.77	0.00
tblVehicleTrips	SU_TR	20.43	0.00
tblVehicleTrips	WD_TR	6.59	0.00
tblVehicleTrips	WD_TR	6.97	0.00
tblVehicleTrips	WD_TR	11.01	0.00
tblVehicleTrips	WD_TR	68.93	0.00
tblVehicleTrips	WD_TR	127.15	0.00
tblVehicleTrips	WD_TR	9.57	0.00
tblVehicleTrips	WD_TR	44.32	0.00
tblWater	IndoorWaterUseRate	5,798,708.28	0.00

tblWater	IndoorWaterUseRate	1,026,750.00	0.00
tblWater	IndoorWaterUseRate	1,206,812.15	0.00
tblWater	IndoorWaterUseRate	1,134,346.81	0.00
tblWater	IndoorWaterUseRate	1,781,742.89	0.00
tblWater	IndoorWaterUseRate	325,770.13	0.00
tblWater	IndoorWaterUseRate	6,321,348.98	0.00
tblWater	OutdoorWaterUseRate	3,655,707.39	0.00
tblWater	OutdoorWaterUseRate	739,659.06	0.00
tblWater	OutdoorWaterUseRate	695,244.82	0.00
tblWater	OutdoorWaterUseRate	113,728.27	0.00
tblWater	OutdoorWaterUseRate	205,376.82	0.00
tblWater	OutdoorWaterUseRate	3,874,375.18	0.00
tblWoodstoves	NumberCatalytic	4.45	0.00
tblWoodstoves	NumberCatalytic	0.25	0.00
tblWoodstoves	NumberNoncatalytic	4.45	0.00
tblWoodstoves	NumberNoncatalytic	0.25	0.00
tblWoodstoves	WoodstoveDayYear	25.00	0.00
tblWoodstoves	WoodstoveDayYear	25.00	0.00
tblWoodstoves	WoodstoveWoodMass	999.60	0.00
tblWoodstoves	WoodstoveWoodMass	999.60	0.00

2.0 Emissions Summary

2.1 Overall Construction

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2016	2.5605	8.2398	6.7903	0.0101	0.5364	0.4790	1.0153	0.1993	0.4473	0.6467	0.0000	898.0213	898.0213	0.1807	0.0000	901.8166
Total	**2.5605**	**8.2398**	**6.7903**	**0.0101**	**0.5364**	**0.4790**	**1.0153**	**0.1993**	**0.4473**	**0.6467**	**0.0000**	**898.0213**	**898.0213**	**0.1807**	**0.0000**	**901.8166**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2016	2.5605	8.2398	6.7903	0.0101	0.3393	0.4790	0.8183	0.1147	0.4473	0.5620	0.0000	898.0206	898.0206	0.1807	0.0000	901.8158
Total	**2.5605**	**8.2398**	**6.7903**	**0.0101**	**0.3393**	**0.4790**	**0.8183**	**0.1147**	**0.4473**	**0.5620**	**0.0000**	**898.0206**	**898.0206**	**0.1807**	**0.0000**	**901.8158**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**36.74**	**0.00**	**19.41**	**42.46**	**0.00**	**13.09**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.7756	0.0114	0.9806	5.0000e-005		5.3200e-003	5.3200e-003		5.3200e-003	5.3200e-003	0.0000	1.5862	1.5862	1.6000e-003	0.0000	1.6197
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	78.8814	78.8814	3.6300e-003	7.5000e-004	79.1901
Mobile	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Waste						0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Water						0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.7756**	**0.0114**	**0.9806**	**5.0000e-005**	**0.0000**	**5.3200e-003**	**5.3200e-003**	**0.0000**	**5.3200e-003**	**5.3200e-003**	**0.0000**	**80.4676**	**80.4676**	**5.2300e-003**	**7.5000e-004**	**80.8098**

2.2 Overall Operational

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.7756	0.0114	0.9806	5.0000e-005		5.3200e-003	5.3200e-003		5.3200e-003	5.3200e-003	0.0000	1.5862	1.5862	1.6000e-003	0.0000	1.6197
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	78.8814	78.8814	3.6300e-003	7.5000e-004	79.1901
Mobile	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Waste						0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Water						0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.7756**	**0.0114**	**0.9806**	**5.0000e-005**	**0.0000**	**5.3200e-003**	**5.3200e-003**	**0.0000**	**5.3200e-003**	**5.3200e-003**	**0.0000**	**80.4676**	**80.4676**	**5.2300e-003**	**7.5000e-004**	**80.8098**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	1/1/2016	4/21/2016	5	80	
2	Grading	Grading	2/1/2016	5/20/2016	5	80	
3	Building Construction	Building Construction	2/1/2016	12/16/2016	5	230	
4	Paving	Paving	2/1/2016	5/20/2016	5	80	
5	Architectural Coating	Architectural Coating	6/1/2016	12/27/2016	5	150	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 10

Acres of Paving: 0

Residential Indoor: 198,450; Residential Outdoor: 66,150; Non-Residential Indoor: 162,225; Non-Residential Outdoor: 54,075 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Architectural Coating	Air Compressors	1	6.00	78	0.48
Demolition	Excavators	3	8.00	162	0.38
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Grading	Excavators	1	8.00	162	0.38
Building Construction	Cranes	1	7.00	226	0.29
Building Construction	Forklifts	3	8.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Paving	Pavers	2	8.00	125	0.42
Paving	Rollers	2	8.00	80	0.38
Demolition	Rubber Tired Dozers	2	8.00	255	0.40
Grading	Rubber Tired Dozers	1	8.00	255	0.40
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Grading	Graders	1	8.00	174	0.41
Grading	Tractors/Loaders/Backhoes	3	8.00	97	0.37
Paving	Paving Equipment	2	8.00	130	0.36
Building Construction	Welders	1	8.00	46	0.45

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	6	15.00	0.00	905.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Grading	6	15.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	102.00	28.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	20.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Use Soil Stabilizer

Replace Ground Cover

Water Exposed Area

Reduce Vehicle Speed on Unpaved Roads

Clean Paved Roads

3.2 Demolition - 2016

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0980	0.0000	0.0980	0.0148	0.0000	0.0148	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.1715	1.8262	1.4012	1.6000e-003		0.0917	0.0917		0.0855	0.0855	0.0000	148.3894	148.3894	0.0404	0.0000	149.2369
Total	**0.1715**	**1.8262**	**1.4012**	**1.6000e-003**	**0.0980**	**0.0917**	**0.1897**	**0.0148**	**0.0855**	**0.1003**	**0.0000**	**148.3894**	**148.3894**	**0.0404**	**0.0000**	**149.2369**

3.2 Demolition - 2016

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	8.2900e-003	0.1336	0.1013	3.4000e-004	7.7400e-003	1.8800e-003	9.6200e-003	2.1200e-003	1.7300e-003	3.8500e-003	0.0000	30.8673	30.8673	2.3000e-004	0.0000	30.8721
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.6200e-003	3.8300e-003	0.0399	8.0000e-005	6.5700e-003	6.0000e-005	6.6400e-003	1.7500e-003	6.0000e-005	1.8000e-003	0.0000	6.4157	6.4157	3.6000e-004	0.0000	6.4233
Total	**0.0109**	**0.1375**	**0.1412**	**4.2000e-004**	**0.0143**	**1.9400e-003**	**0.0163**	**3.8700e-003**	**1.7900e-003**	**5.6500e-003**	**0.0000**	**37.2830**	**37.2830**	**5.9000e-004**	**0.0000**	**37.2955**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0419	0.0000	0.0419	6.3400e-003	0.0000	6.3400e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.1715	1.8262	1.4012	1.6000e-003		0.0917	0.0917		0.0855	0.0855	0.0000	148.3893	148.3893	0.0404	0.0000	149.2367
Total	**0.1715**	**1.8262**	**1.4012**	**1.6000e-003**	**0.0419**	**0.0917**	**0.1336**	**6.3400e-003**	**0.0855**	**0.0918**	**0.0000**	**148.3893**	**148.3893**	**0.0404**	**0.0000**	**149.2367**

3.2 Demolition - 2016

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	8.2900e-003	0.1336	0.1013	3.4000e-004	7.7400e-003	1.8800e-003	9.6200e-003	2.1200e-003	1.7300e-003	3.8500e-003	0.0000	30.8673	30.8673	2.3000e-004	0.0000	30.8721
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.6200e-003	3.8300e-003	0.0399	8.0000e-005	6.5700e-003	6.0000e-005	6.6400e-003	1.7500e-003	6.0000e-005	1.8000e-003	0.0000	6.4157	6.4157	3.6000e-004	0.0000	6.4233
Total	**0.0109**	**0.1375**	**0.1412**	**4.2000e-004**	**0.0143**	**1.9400e-003**	**0.0163**	**3.8700e-003**	**1.7900e-003**	**5.6500e-003**	**0.0000**	**37.2830**	**37.2830**	**5.9000e-004**	**0.0000**	**37.2955**

3.3 Grading - 2016

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.2462	0.0000	0.2462	0.1330	0.0000	0.1330	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.1467	1.5379	1.0432	1.1900e-003		0.0879	0.0879		0.0809	0.0809	0.0000	112.2655	112.2655	0.0339	0.0000	112.9767
Total	**0.1467**	**1.5379**	**1.0432**	**1.1900e-003**	**0.2462**	**0.0879**	**0.3341**	**0.1330**	**0.0809**	**0.2139**	**0.0000**	**112.2655**	**112.2655**	**0.0339**	**0.0000**	**112.9767**

3.3 Grading - 2016

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.6200e-003	3.8300e-003	0.0399	8.0000e-005	6.5700e-003	6.0000e-005	6.6400e-003	1.7500e-003	6.0000e-005	1.8000e-003	0.0000	6.4157	6.4157	3.6000e-004	0.0000	6.4233
Total	**2.6200e-003**	**3.8300e-003**	**0.0399**	**8.0000e-005**	**6.5700e-003**	**6.0000e-005**	**6.6400e-003**	**1.7500e-003**	**6.0000e-005**	**1.8000e-003**	**0.0000**	**6.4157**	**6.4157**	**3.6000e-004**	**0.0000**	**6.4233**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.1052	0.0000	0.1052	0.0569	0.0000	0.0569	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.1467	1.5379	1.0432	1.1900e-003		0.0879	0.0879		0.0809	0.0809	0.0000	112.2654	112.2654	0.0339	0.0000	112.9765
Total	**0.1467**	**1.5379**	**1.0432**	**1.1900e-003**	**0.1052**	**0.0879**	**0.1932**	**0.0569**	**0.0809**	**0.1378**	**0.0000**	**112.2654**	**112.2654**	**0.0339**	**0.0000**	**112.9765**

3.3 Grading - 2016

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.6200e-003	3.8300e-003	0.0399	8.0000e-005	6.5700e-003	6.0000e-005	6.6400e-003	1.7500e-003	6.0000e-005	1.8000e-003	0.0000	6.4157	6.4157	3.6000e-004	0.0000	6.4233
Total	**2.6200e-003**	**3.8300e-003**	**0.0399**	**8.0000e-005**	**6.5700e-003**	**6.0000e-005**	**6.6400e-003**	**1.7500e-003**	**6.0000e-005**	**1.8000e-003**	**0.0000**	**6.4157**	**6.4157**	**3.6000e-004**	**0.0000**	**6.4233**

3.4 Building Construction - 2016

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.3917	3.2782	2.1283	3.0800e-003		0.2263	0.2263		0.2126	0.2126	0.0000	278.4766	278.4766	0.0691	0.0000	279.9270
Total	**0.3917**	**3.2782**	**2.1283**	**3.0800e-003**		**0.2263**	**0.2263**		**0.2126**	**0.2126**	**0.0000**	**278.4766**	**278.4766**	**0.0691**	**0.0000**	**279.9270**

3.4 Building Construction - 2016

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0290	0.2946	0.3827	7.1000e-004	0.0198	4.4200e-003	0.0242	5.6300e-003	4.0700e-003	9.7000e-003	0.0000	64.1051	64.1051	4.8000e-004	0.0000	64.1151
Worker	0.0512	0.0749	0.7802	1.6400e-003	0.1285	1.2400e-003	0.1298	0.0341	1.1400e-003	0.0353	0.0000	125.4265	125.4265	7.1200e-003	0.0000	125.5760
Total	**0.0802**	**0.3695**	**1.1629**	**2.3500e-003**	**0.1483**	**5.6600e-003**	**0.1540**	**0.0398**	**5.2100e-003**	**0.0450**	**0.0000**	**189.5316**	**189.5316**	**7.6000e-003**	**0.0000**	**189.6911**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.3917	3.2782	2.1283	3.0800e-003		0.2263	0.2263		0.2126	0.2126	0.0000	278.4763	278.4763	0.0691	0.0000	279.9267
Total	**0.3917**	**3.2782**	**2.1283**	**3.0800e-003**		**0.2263**	**0.2263**		**0.2126**	**0.2126**	**0.0000**	**278.4763**	**278.4763**	**0.0691**	**0.0000**	**279.9267**

3.4 Building Construction - 2016

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0290	0.2946	0.3827	7.1000e-004	0.0198	4.4200e-003	0.0242	5.6300e-003	4.0700e-003	9.7000e-003	0.0000	64.1051	64.1051	4.8000e-004	0.0000	64.1151
Worker	0.0512	0.0749	0.7802	1.6400e-003	0.1285	1.2400e-003	0.1298	0.0341	1.1400e-003	0.0353	0.0000	125.4265	125.4265	7.1200e-003	0.0000	125.5760
Total	**0.0802**	**0.3695**	**1.1629**	**2.3500e-003**	**0.1483**	**5.6600e-003**	**0.1540**	**0.0398**	**5.2100e-003**	**0.0450**	**0.0000**	**189.5316**	**189.5316**	**7.6000e-003**	**0.0000**	**189.6911**

3.5 Paving - 2016

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0836	0.8954	0.5927	8.9000e-004		0.0504	0.0504		0.0464	0.0464	0.0000	84.0553	84.0553	0.0254	0.0000	84.5877
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0836**	**0.8954**	**0.5927**	**8.9000e-004**		**0.0504**	**0.0504**		**0.0464**	**0.0464**	**0.0000**	**84.0553**	**84.0553**	**0.0254**	**0.0000**	**84.5877**

3.5 Paving - 2016

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.6200e-003	3.8300e-003	0.0399	8.0000e-005	6.5700e-003	6.0000e-005	6.6400e-003	1.7500e-003	6.0000e-005	1.8000e-003	0.0000	6.4157	6.4157	3.6000e-004	0.0000	6.4233
Total	**2.6200e-003**	**3.8300e-003**	**0.0399**	**8.0000e-005**	**6.5700e-003**	**6.0000e-005**	**6.6400e-003**	**1.7500e-003**	**6.0000e-005**	**1.8000e-003**	**0.0000**	**6.4157**	**6.4157**	**3.6000e-004**	**0.0000**	**6.4233**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0836	0.8954	0.5927	8.9000e-004		0.0504	0.0504		0.0464	0.0464	0.0000	84.0552	84.0552	0.0254	0.0000	84.5876
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0836**	**0.8954**	**0.5927**	**8.9000e-004**		**0.0504**	**0.0504**		**0.0464**	**0.0464**	**0.0000**	**84.0552**	**84.0552**	**0.0254**	**0.0000**	**84.5876**

3.5 Paving - 2016

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.6200e-003	3.8300e-003	0.0399	8.0000e-005	6.5700e-003	6.0000e-005	6.6400e-003	1.7500e-003	6.0000e-005	1.8000e-003	0.0000	6.4157	6.4157	3.6000e-004	0.0000	6.4233
Total	**2.6200e-003**	**3.8300e-003**	**0.0399**	**8.0000e-005**	**6.5700e-003**	**6.0000e-005**	**6.6400e-003**	**1.7500e-003**	**6.0000e-005**	**1.8000e-003**	**0.0000**	**6.4157**	**6.4157**	**3.6000e-004**	**0.0000**	**6.4233**

3.6 Architectural Coating - 2016

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	1.6364					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0276	0.1779	0.1413	2.2000e-004		0.0148	0.0148		0.0148	0.0148	0.0000	19.1494	19.1494	2.2600e-003	0.0000	19.1968
Total	**1.6641**	**0.1779**	**0.1413**	**2.2000e-004**		**0.0148**	**0.0148**		**0.0148**	**0.0148**	**0.0000**	**19.1494**	**19.1494**	**2.2600e-003**	**0.0000**	**19.1968**

3.6 Architectural Coating - 2016

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	6.5500e-003	9.5700e-003	0.0998	2.1000e-004	0.0164	1.6000e-004	0.0166	4.3700e-003	1.5000e-004	4.5100e-003	0.0000	16.0392	16.0392	9.1000e-004	0.0000	16.0583
Total	**6.5500e-003**	**9.5700e-003**	**0.0998**	**2.1000e-004**	**0.0164**	**1.6000e-004**	**0.0166**	**4.3700e-003**	**1.5000e-004**	**4.5100e-003**	**0.0000**	**16.0392**	**16.0392**	**9.1000e-004**	**0.0000**	**16.0583**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	1.6364					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0276	0.1779	0.1413	2.2000e-004		0.0148	0.0148		0.0148	0.0148	0.0000	19.1494	19.1494	2.2600e-003	0.0000	19.1968
Total	**1.6641**	**0.1779**	**0.1413**	**2.2000e-004**		**0.0148**	**0.0148**		**0.0148**	**0.0148**	**0.0000**	**19.1494**	**19.1494**	**2.2600e-003**	**0.0000**	**19.1968**

3.6 Architectural Coating - 2016

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	6.5500e-003	9.5700e-003	0.0998	2.1000e-004	0.0164	1.6000e-004	0.0166	4.3700e-003	1.5000e-004	4.5100e-003	0.0000	16.0392	16.0392	9.1000e-004	0.0000	16.0583
Total	**6.5500e-003**	**9.5700e-003**	**0.0998**	**2.1000e-004**	**0.0164**	**1.6000e-004**	**0.0166**	**4.3700e-003**	**1.5000e-004**	**4.5100e-003**	**0.0000**	**16.0392**	**16.0392**	**9.1000e-004**	**0.0000**	**16.0583**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Unmitigated	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Mid Rise	0.00	0.00	0.00		
General Light Industry	0.00	0.00	0.00		
General Office Building	0.00	0.00	0.00		
Government Office Building	0.00	0.00	0.00		
High Turnover (Sit Down Restaurant)	0.00	0.00	0.00		
Single Family Housing	0.00	0.00	0.00		
Strip Mall	0.00	0.00	0.00		
Total	0.00	0.00	0.00		

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Apartments Mid Rise	14.70	5.90	8.70	40.20	19.20	40.60	86	11	3
General Light Industry	16.60	8.40	6.90	59.00	28.00	13.00	92	5	3
General Office Building	16.60	8.40	6.90	33.00	48.00	19.00	77	19	4
Government Office Building	16.60	8.40	6.90	33.00	62.00	5.00	50	34	16
High Turnover (Sit Down	16.60	8.40	6.90	8.50	72.50	19.00	37	20	43
Single Family Housing	14.70	5.90	8.70	40.20	19.20	40.60	86	11	3
Strip Mall	16.60	8.40	6.90	16.60	64.40	19.00	45	40	15

LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
0.532559	0.058242	0.178229	0.125155	0.038934	0.006273	0.016761	0.032323	0.002478	0.003154	0.003685	0.000544	0.001663

5.0 Energy Detail

4.4 Fleet Mix

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated						0.0000	0.0000		0.0000	0.0000	0.0000	78.8814	78.8814	3.6300e-003	7.5000e-004	79.1901
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	78.8814	78.8814	3.6300e-003	7.5000e-004	79.1901
NaturalGas Mitigated	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
NaturalGas Unmitigated	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Apartments Mid Rise	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
General Light Industry	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
General Office Building	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Government Office Building	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
High Turnover (Sit Down Restaurant)	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Single Family Housing	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Strip Mall	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
General Light Industry	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
General Office Building	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Government Office Building	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
High Turnover (Sit Down Restaurant)	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Single Family Housing	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Strip Mall	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Apartments Mid Rise	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Apartments Mid Rise	0	0.0000	0.0000	0.0000	0.0000
General Light Industry	0	0.0000	0.0000	0.0000	0.0000
General Office Building	0	0.0000	0.0000	0.0000	0.0000
Government Office Building	0	0.0000	0.0000	0.0000	0.0000
High Turnover (Sit Down Restaurant)	0	0.0000	0.0000	0.0000	0.0000
Single Family Housing	0	0.0000	0.0000	0.0000	0.0000
Strip Mall	275648	78.8814	3.6300e-003	7.5000e-004	79.1901
Total		**78.8814**	**3.6300e-003**	**7.5000e-004**	**79.1901**

5.3 Energy by Land Use - Electricity

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Apartments Mid Rise	0	0.0000	0.0000	0.0000	0.0000
General Light Industry	0	0.0000	0.0000	0.0000	0.0000
General Office Building	0	0.0000	0.0000	0.0000	0.0000
Government Office Building	0	0.0000	0.0000	0.0000	0.0000
High Turnover (Sit Down Restaurant)	0	0.0000	0.0000	0.0000	0.0000
Single Family Housing	0	0.0000	0.0000	0.0000	0.0000
Strip Mall	275648	78.8814	3.6300e-003	7.5000e-004	79.1901
Total		**78.8814**	**3.6300e-003**	**7.5000e-004**	**79.1901**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.7756	0.0114	0.9806	5.0000e-005		5.3200e-003	5.3200e-003		5.3200e-003	5.3200e-003	0.0000	1.5862	1.5862	1.6000e-003	0.0000	1.6197
Unmitigated	0.7756	0.0114	0.9806	5.0000e-005		5.3200e-003	5.3200e-003		5.3200e-003	5.3200e-003	0.0000	1.5862	1.5862	1.6000e-003	0.0000	1.6197

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.7449					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.0306	0.0114	0.9806	5.0000e-005		5.3200e-003	5.3200e-003		5.3200e-003	5.3200e-003	0.0000	1.5862	1.5862	1.6000e-003	0.0000	1.6197
Total	**0.7755**	**0.0114**	**0.9806**	**5.0000e-005**		**5.3200e-003**	**5.3200e-003**		**5.3200e-003**	**5.3200e-003**	**0.0000**	**1.5862**	**1.5862**	**1.6000e-003**	**0.0000**	**1.6197**

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.7449					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.0306	0.0114	0.9806	5.0000e-005		5.3200e-003	5.3200e-003		5.3200e-003	5.3200e-003	0.0000	1.5862	1.5862	1.6000e-003	0.0000	1.6197
Total	**0.7755**	**0.0114**	**0.9806**	**5.0000e-005**		**5.3200e-003**	**5.3200e-003**		**5.3200e-003**	**5.3200e-003**	**0.0000**	**1.5862**	**1.5862**	**1.6000e-003**	**0.0000**	**1.6197**

7.0 Water Detail

7.1 Mitigation Measures Water

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	0.0000	0.0000	0.0000	0.0000
Unmitigated	0.0000	0.0000	0.0000	0.0000

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Apartments Mid Rise	0 / 0	0.0000	0.0000	0.0000	0.0000
General Light Industry	0 / 0	0.0000	0.0000	0.0000	0.0000
General Office Building	0 / 0	0.0000	0.0000	0.0000	0.0000
Government Office Building	0 / 0	0.0000	0.0000	0.0000	0.0000
High Turnover (Sit Down Restaurant)	0 / 0	0.0000	0.0000	0.0000	0.0000
Single Family Housing	0 / 0	0.0000	0.0000	0.0000	0.0000
Strip Mall	0 / 0	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**

7.2 Water by Land Use

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Apartments Mid Rise	0 / 0	0.0000	0.0000	0.0000	0.0000
General Light Industry	0 / 0	0.0000	0.0000	0.0000	0.0000
General Office Building	0 / 0	0.0000	0.0000	0.0000	0.0000
Government Office Building	0 / 0	0.0000	0.0000	0.0000	0.0000
High Turnover (Sit Down Restaurant)	0 / 0	0.0000	0.0000	0.0000	0.0000
Single Family Housing	0 / 0	0.0000	0.0000	0.0000	0.0000
Strip Mall	0 / 0	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**

8.0 Waste Detail

8.1 Mitigation Measures Waste

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Unmitigated	0.0000	0.0000	0.0000	0.0000
Mitigated	0.0000	0.0000	0.0000	0.0000

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Apartments Mid Rise	0	0.0000	0.0000	0.0000	0.0000
General Light Industry	0	0.0000	0.0000	0.0000	0.0000
General Office Building	0	0.0000	0.0000	0.0000	0.0000
Government Office Building	0	0.0000	0.0000	0.0000	0.0000
High Turnover (Sit Down Restaurant)	0	0.0000	0.0000	0.0000	0.0000
Single Family Housing	0	0.0000	0.0000	0.0000	0.0000
Strip Mall	0	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**

8.2 Waste by Land Use

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Apartments Mid Rise	0	0.0000	0.0000	0.0000	0.0000
General Light Industry	0	0.0000	0.0000	0.0000	0.0000
General Office Building	0	0.0000	0.0000	0.0000	0.0000
Government Office Building	0	0.0000	0.0000	0.0000	0.0000
High Turnover (Sit Down Restaurant)	0	0.0000	0.0000	0.0000	0.0000
Single Family Housing	0	0.0000	0.0000	0.0000	0.0000
Strip Mall	0	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

10.0 Vegetation

Baldwin Park - One Year Construction - With Phase Overlap - Mitigated

Los Angeles-South Coast County, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
General Office Building	6.79	1000sqft	0.23	6,790.00	0
Government Office Building	5.71	1000sqft	0.22	5,710.00	0
General Light Industry	4.44	1000sqft	0.23	4,440.00	0
High Turnover (Sit Down Restaurant)	5.87	1000sqft	0.22	5,870.00	0
Apartments Mid Rise	89.00	Dwelling Unit	0.89	89,000.00	255
Single Family Housing	5.00	Dwelling Unit	0.66	9,000.00	14
Strip Mall	85.34	1000sqft	3.25	85,340.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	33
Climate Zone	9			**Operational Year**	2017
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	630.89	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics - Construction only. Construction is assumed as a maximum of 10% of buildout per year. Using 2016 s a conservative construction year estimate. Pases anticipated to overlap. No operational emissions.

Land Use - 10% of total potential new development

Construction Phase - Assumes that several projects will be conducted throught the year so that not all demolition/grading/etc will occur at one time.

Off-road Equipment -

Off-road Equipment -

Off-road Equipment -

Demolition - Based on 10% of existing buildings that could be replaced

Vehicle Trips - No operational

Woodstoves - No Operational

Area Coating - No operational emissions

Energy Use - No operational emissions

Water And Wastewater - no operational emissions

Solid Waste - No operational emissions

Construction Off-road Equipment Mitigation - Mitigation represents compliance with SCAQMD Rule 403 and additional mitigation.

Table Name	Column Name	Default Value	New Value
tblAreaCoating	ReapplicationRatePercent	10	0
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	4.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	3.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	3.00

tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	6.00
tblConstEquipMitigation	Tier	No Change	Tier 4 Interim
tblConstEquipMitigation	Tier	No Change	Tier 4 Interim
tblConstEquipMitigation	Tier	No Change	Tier 4 Interim
tblConstEquipMitigation	Tier	No Change	Tier 4 Interim
tblConstEquipMitigation	Tier	No Change	Tier 4 Interim
tblConstEquipMitigation	Tier	No Change	Tier 4 Interim
tblConstEquipMitigation	Tier	No Change	Tier 4 Interim
tblConstEquipMitigation	Tier	No Change	Tier 4 Interim
tblConstEquipMitigation	Tier	No Change	Tier 4 Interim
tblConstEquipMitigation	Tier	No Change	Tier 4 Interim
tblConstEquipMitigation	Tier	No Change	Tier 4 Interim
tblConstEquipMitigation	Tier	No Change	Tier 4 Interim
tblConstructionPhase	NumDays	20.00	150.00
tblConstructionPhase	NumDays	20.00	80.00
tblConstructionPhase	NumDays	20.00	80.00
tblConstructionPhase	NumDays	20.00	80.00
tblConstructionPhase	PhaseEndDate	12/16/2016	12/27/2016
tblConstructionPhase	PhaseEndDate	4/7/2017	12/16/2016
tblConstructionPhase	PhaseEndDate	8/11/2016	5/20/2016
tblConstructionPhase	PhaseEndDate	4/7/2017	5/20/2016
tblConstructionPhase	PhaseStartDate	5/21/2016	6/1/2016
tblConstructionPhase	PhaseStartDate	5/21/2016	2/1/2016
tblConstructionPhase	PhaseStartDate	4/22/2016	2/1/2016
tblConstructionPhase	PhaseStartDate	12/17/2016	2/1/2016
tblEnergyUse	LightingElect	741.44	0.00
tblEnergyUse	LightingElect	3.55	0.00
tblEnergyUse	LightingElect	4.29	0.00

tblEnergyUse	LightingElect	4.29	0.00
tblEnergyUse	LightingElect	8.84	0.00
tblEnergyUse	LightingElect	1,608.84	0.00
tblEnergyUse	LightingElect	7.04	0.00
tblEnergyUse	NT24E	2,553.86	0.00
tblEnergyUse	NT24E	5.75	0.00
tblEnergyUse	NT24E	4.62	0.00
tblEnergyUse	NT24E	4.62	0.00
tblEnergyUse	NT24E	28.16	0.00
tblEnergyUse	NT24E	5,089.81	0.00
tblEnergyUse	NT24NG	1,718.92	0.00
tblEnergyUse	NT24NG	4.45	0.00
tblEnergyUse	NT24NG	0.39	0.00
tblEnergyUse	NT24NG	0.39	0.00
tblEnergyUse	NT24NG	187.78	0.00
tblEnergyUse	NT24NG	5,856.92	0.00
tblEnergyUse	NT24NG	0.49	0.00
tblEnergyUse	T24E	246.66	0.00
tblEnergyUse	T24E	2.75	0.00
tblEnergyUse	T24E	5.62	0.00
tblEnergyUse	T24E	5.62	0.00
tblEnergyUse	T24E	9.91	0.00
tblEnergyUse	T24E	596.10	0.00
tblEnergyUse	T24E	4.90	0.00
tblEnergyUse	T24NG	8,201.59	0.00
tblEnergyUse	T24NG	14.36	0.00
tblEnergyUse	T24NG	10.54	0.00
tblEnergyUse	T24NG	10.54	0.00

tblEnergyUse	T24NG	45.23	0.00
tblEnergyUse	T24NG	23,944.02	0.00
tblEnergyUse	T24NG	1.21	0.00
tblFireplaces	FireplaceDayYear	25.00	0.00
tblFireplaces	FireplaceDayYear	25.00	0.00
tblFireplaces	FireplaceHourDay	3.00	0.00
tblFireplaces	FireplaceHourDay	3.00	0.00
tblFireplaces	FireplaceWoodMass	1,019.20	0.00
tblFireplaces	FireplaceWoodMass	1,019.20	0.00
tblFireplaces	NumberGas	75.65	0.00
tblFireplaces	NumberGas	4.25	0.00
tblFireplaces	NumberNoFireplace	8.90	89.00
tblFireplaces	NumberNoFireplace	0.50	17.00
tblFireplaces	NumberWood	4.45	0.00
tblFireplaces	NumberWood	0.25	0.00
tblGrading	AcresOfGrading	40.00	10.00
tblLandUse	LotAcreage	0.16	0.23
tblLandUse	LotAcreage	0.13	0.22
tblLandUse	LotAcreage	0.10	0.23
tblLandUse	LotAcreage	0.13	0.22
tblLandUse	LotAcreage	2.34	0.89
tblLandUse	LotAcreage	1.62	0.66
tblLandUse	LotAcreage	1.96	3.25
tblProjectCharacteristics	OperationalYear	2014	2017
tblSolidWaste	SolidWasteGenerationRate	40.94	0.00
tblSolidWaste	SolidWasteGenerationRate	5.51	0.00
tblSolidWaste	SolidWasteGenerationRate	6.31	0.00
tblSolidWaste	SolidWasteGenerationRate	5.31	0.00

tblSolidWaste	SolidWasteGenerationRate	69.85	0.00
tblSolidWaste	SolidWasteGenerationRate	5.74	0.00
tblSolidWaste	SolidWasteGenerationRate	89.61	0.00
tblVehicleTrips	ST_TR	7.16	0.00
tblVehicleTrips	ST_TR	1.32	0.00
tblVehicleTrips	ST_TR	2.37	0.00
tblVehicleTrips	ST_TR	158.37	0.00
tblVehicleTrips	ST_TR	10.08	0.00
tblVehicleTrips	ST_TR	42.04	0.00
tblVehicleTrips	SU_TR	6.07	0.00
tblVehicleTrips	SU_TR	0.68	0.00
tblVehicleTrips	SU_TR	0.98	0.00
tblVehicleTrips	SU_TR	131.84	0.00
tblVehicleTrips	SU_TR	8.77	0.00
tblVehicleTrips	SU_TR	20.43	0.00
tblVehicleTrips	WD_TR	6.59	0.00
tblVehicleTrips	WD_TR	6.97	0.00
tblVehicleTrips	WD_TR	11.01	0.00
tblVehicleTrips	WD_TR	68.93	0.00
tblVehicleTrips	WD_TR	127.15	0.00
tblVehicleTrips	WD_TR	9.57	0.00
tblVehicleTrips	WD_TR	44.32	0.00
tblWater	IndoorWaterUseRate	5,798,708.28	0.00
tblWater	IndoorWaterUseRate	1,026,750.00	0.00
tblWater	IndoorWaterUseRate	1,206,812.15	0.00
tblWater	IndoorWaterUseRate	1,134,346.81	0.00
tblWater	IndoorWaterUseRate	1,781,742.89	0.00
tblWater	IndoorWaterUseRate	325,770.13	0.00

tblWater	IndoorWaterUseRate	6,321,348.98	0.00
tblWater	OutdoorWaterUseRate	3,655,707.39	0.00
tblWater	OutdoorWaterUseRate	739,659.06	0.00
tblWater	OutdoorWaterUseRate	695,244.82	0.00
tblWater	OutdoorWaterUseRate	113,728.27	0.00
tblWater	OutdoorWaterUseRate	205,376.82	0.00
tblWater	OutdoorWaterUseRate	3,874,375.18	0.00
tblWoodstoves	NumberCatalytic	4.45	0.00
tblWoodstoves	NumberCatalytic	0.25	0.00
tblWoodstoves	NumberNoncatalytic	4.45	0.00
tblWoodstoves	NumberNoncatalytic	0.25	0.00
tblWoodstoves	WoodstoveDayYear	25.00	0.00
tblWoodstoves	WoodstoveDayYear	25.00	0.00
tblWoodstoves	WoodstoveWoodMass	999.60	0.00
tblWoodstoves	WoodstoveWoodMass	999.60	0.00

2.0 Emissions Summary

2.1 Overall Construction

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2016	2.5605	8.2398	6.7903	0.0101	0.5364	0.4790	1.0153	0.1993	0.4473	0.6467	0.0000	898.0213	898.0213	0.1807	0.0000	901.8166
Total	**2.5605**	**8.2398**	**6.7903**	**0.0101**	**0.5364**	**0.4790**	**1.0153**	**0.1993**	**0.4473**	**0.6467**	**0.0000**	**898.0213**	**898.0213**	**0.1807**	**0.0000**	**901.8166**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2016	1.9210	3.2764	6.2270	0.0101	0.2936	0.0348	0.3283	0.0950	0.0342	0.1292	0.0000	898.0206	898.0206	0.1807	0.0000	901.8158
Total	**1.9210**	**3.2764**	**6.2270**	**0.0101**	**0.2936**	**0.0348**	**0.3283**	**0.0950**	**0.0342**	**0.1292**	**0.0000**	**898.0206**	**898.0206**	**0.1807**	**0.0000**	**901.8158**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**24.98**	**60.24**	**8.30**	**0.00**	**45.27**	**92.74**	**67.66**	**52.32**	**92.37**	**80.02**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.7756	0.0114	0.9806	5.0000e-005		5.3200e-003	5.3200e-003		5.3200e-003	5.3200e-003	0.0000	1.5862	1.5862	1.6000e-003	0.0000	1.6197
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	78.8814	78.8814	3.6300e-003	7.5000e-004	79.1901
Mobile	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Waste						0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Water						0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.7756**	**0.0114**	**0.9806**	**5.0000e-005**	**0.0000**	**5.3200e-003**	**5.3200e-003**	**0.0000**	**5.3200e-003**	**5.3200e-003**	**0.0000**	**80.4676**	**80.4676**	**5.2300e-003**	**7.5000e-004**	**80.8098**

2.2 Overall Operational

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.7756	0.0114	0.9806	5.0000e-005		5.3200e-003	5.3200e-003		5.3200e-003	5.3200e-003	0.0000	1.5862	1.5862	1.6000e-003	0.0000	1.6197
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	78.8814	78.8814	3.6300e-003	7.5000e-004	79.1901
Mobile	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Waste						0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Water						0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.7756**	**0.0114**	**0.9806**	**5.0000e-005**	**0.0000**	**5.3200e-003**	**5.3200e-003**	**0.0000**	**5.3200e-003**	**5.3200e-003**	**0.0000**	**80.4676**	**80.4676**	**5.2300e-003**	**7.5000e-004**	**80.8098**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	1/1/2016	4/21/2016	5	80	
2	Grading	Grading	2/1/2016	5/20/2016	5	80	
3	Building Construction	Building Construction	2/1/2016	12/16/2016	5	230	
4	Paving	Paving	2/1/2016	5/20/2016	5	80	
5	Architectural Coating	Architectural Coating	6/1/2016	12/27/2016	5	150	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 10

Acres of Paving: 0

Residential Indoor: 198,450; Residential Outdoor: 66,150; Non-Residential Indoor: 162,225; Non-Residential Outdoor: 54,075 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Demolition	Excavators	3	8.00	162	0.38
Demolition	Rubber Tired Dozers	2	8.00	255	0.40
Grading	Excavators	1	8.00	162	0.38
Grading	Graders	1	8.00	174	0.41
Grading	Rubber Tired Dozers	1	8.00	255	0.40
Grading	Tractors/Loaders/Backhoes	3	8.00	97	0.37
Building Construction	Cranes	1	7.00	226	0.29
Building Construction	Forklifts	3	8.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Building Construction	Welders	1	8.00	46	0.45
Paving	Pavers	2	8.00	125	0.42
Paving	Paving Equipment	2	8.00	130	0.36
Paving	Rollers	2	8.00	80	0.38
Architectural Coating	Air Compressors	1	6.00	78	0.48

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	6	15.00	0.00	905.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Grading	6	15.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	102.00	28.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	20.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Use Cleaner Engines for Construction Equipment

Use Soil Stabilizer

Replace Ground Cover

Water Exposed Area

Reduce Vehicle Speed on Unpaved Roads

Clean Paved Roads

3.2 Demolition - 2016

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0980	0.0000	0.0980	0.0148	0.0000	0.0148	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.1715	1.8262	1.4012	1.6000e-003		0.0917	0.0917		0.0855	0.0855	0.0000	148.3894	148.3894	0.0404	0.0000	149.2369
Total	**0.1715**	**1.8262**	**1.4012**	**1.6000e-003**	**0.0980**	**0.0917**	**0.1897**	**0.0148**	**0.0855**	**0.1003**	**0.0000**	**148.3894**	**148.3894**	**0.0404**	**0.0000**	**149.2369**

3.2 Demolition - 2016

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	8.2900e-003	0.1336	0.1013	3.4000e-004	7.7400e-003	1.8800e-003	9.6200e-003	2.1200e-003	1.7300e-003	3.8500e-003	0.0000	30.8673	30.8673	2.3000e-004	0.0000	30.8721
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.6200e-003	3.8300e-003	0.0399	8.0000e-005	6.5700e-003	6.0000e-005	6.6400e-003	1.7500e-003	6.0000e-005	1.8000e-003	0.0000	6.4157	6.4157	3.6000e-004	0.0000	6.4233
Total	**0.0109**	**0.1375**	**0.1412**	**4.2000e-004**	**0.0143**	**1.9400e-003**	**0.0163**	**3.8700e-003**	**1.7900e-003**	**5.6500e-003**	**0.0000**	**37.2830**	**37.2830**	**5.9000e-004**	**0.0000**	**37.2955**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0289	0.0000	0.0289	4.3700e-003	0.0000	4.3700e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0239	0.5550	1.0106	1.6000e-003		2.5300e-003	2.5300e-003		2.5300e-003	2.5300e-003	0.0000	148.3893	148.3893	0.0404	0.0000	149.2367
Total	**0.0239**	**0.5550**	**1.0106**	**1.6000e-003**	**0.0289**	**2.5300e-003**	**0.0314**	**4.3700e-003**	**2.5300e-003**	**6.9000e-003**	**0.0000**	**148.3893**	**148.3893**	**0.0404**	**0.0000**	**149.2367**

3.2 Demolition - 2016

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	8.2900e-003	0.1336	0.1013	3.4000e-004	7.7400e-003	1.8800e-003	9.6200e-003	2.1200e-003	1.7300e-003	3.8500e-003	0.0000	30.8673	30.8673	2.3000e-004	0.0000	30.8721
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.6200e-003	3.8300e-003	0.0399	8.0000e-005	6.5700e-003	6.0000e-005	6.6400e-003	1.7500e-003	6.0000e-005	1.8000e-003	0.0000	6.4157	6.4157	3.6000e-004	0.0000	6.4233
Total	**0.0109**	**0.1375**	**0.1412**	**4.2000e-004**	**0.0143**	**1.9400e-003**	**0.0163**	**3.8700e-003**	**1.7900e-003**	**5.6500e-003**	**0.0000**	**37.2830**	**37.2830**	**5.9000e-004**	**0.0000**	**37.2955**

3.3 Grading - 2016

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.2462	0.0000	0.2462	0.1330	0.0000	0.1330	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.1467	1.5379	1.0432	1.1900e-003		0.0879	0.0879		0.0809	0.0809	0.0000	112.2655	112.2655	0.0339	0.0000	112.9767
Total	**0.1467**	**1.5379**	**1.0432**	**1.1900e-003**	**0.2462**	**0.0879**	**0.3341**	**0.1330**	**0.0809**	**0.2139**	**0.0000**	**112.2655**	**112.2655**	**0.0339**	**0.0000**	**112.9767**

3.3 Grading - 2016

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.6200e-003	3.8300e-003	0.0399	8.0000e-005	6.5700e-003	6.0000e-005	6.6400e-003	1.7500e-003	6.0000e-005	1.8000e-003	0.0000	6.4157	6.4157	3.6000e-004	0.0000	6.4233
Total	**2.6200e-003**	**3.8300e-003**	**0.0399**	**8.0000e-005**	**6.5700e-003**	**6.0000e-005**	**6.6400e-003**	**1.7500e-003**	**6.0000e-005**	**1.8000e-003**	**0.0000**	**6.4157**	**6.4157**	**3.6000e-004**	**0.0000**	**6.4233**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0725	0.0000	0.0725	0.0392	0.0000	0.0392	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0197	0.4570	0.8151	1.1900e-003		1.9300e-003	1.9300e-003		1.9300e-003	1.9300e-003	0.0000	112.2654	112.2654	0.0339	0.0000	112.9765
Total	**0.0197**	**0.4570**	**0.8151**	**1.1900e-003**	**0.0725**	**1.9300e-003**	**0.0744**	**0.0392**	**1.9300e-003**	**0.0411**	**0.0000**	**112.2654**	**112.2654**	**0.0339**	**0.0000**	**112.9765**

3.3 Grading - 2016

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.6200e-003	3.8300e-003	0.0399	8.0000e-005	6.5700e-003	6.0000e-005	6.6400e-003	1.7500e-003	6.0000e-005	1.8000e-003	0.0000	6.4157	6.4157	3.6000e-004	0.0000	6.4233
Total	**2.6200e-003**	**3.8300e-003**	**0.0399**	**8.0000e-005**	**6.5700e-003**	**6.0000e-005**	**6.6400e-003**	**1.7500e-003**	**6.0000e-005**	**1.8000e-003**	**0.0000**	**6.4157**	**6.4157**	**3.6000e-004**	**0.0000**	**6.4233**

3.4 Building Construction - 2016

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.3917	3.2782	2.1283	3.0800e-003		0.2263	0.2263		0.2126	0.2126	0.0000	278.4766	278.4766	0.0691	0.0000	279.9270
Total	**0.3917**	**3.2782**	**2.1283**	**3.0800e-003**		**0.2263**	**0.2263**		**0.2126**	**0.2126**	**0.0000**	**278.4766**	**278.4766**	**0.0691**	**0.0000**	**279.9270**

3.4 Building Construction - 2016

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0290	0.2946	0.3827	7.1000e-004	0.0198	4.4200e-003	0.0242	5.6300e-003	4.0700e-003	9.7000e-003	0.0000	64.1051	64.1051	4.8000e-004	0.0000	64.1151
Worker	0.0512	0.0749	0.7802	1.6400e-003	0.1285	1.2400e-003	0.1298	0.0341	1.1400e-003	0.0353	0.0000	125.4265	125.4265	7.1200e-003	0.0000	125.5760
Total	**0.0802**	**0.3695**	**1.1629**	**2.3500e-003**	**0.1483**	**5.6600e-003**	**0.1540**	**0.0398**	**5.2100e-003**	**0.0450**	**0.0000**	**189.5316**	**189.5316**	**7.6000e-003**	**0.0000**	**189.6911**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1208	1.2678	2.1032	3.0800e-003		0.0207	0.0207		0.0207	0.0207	0.0000	278.4763	278.4763	0.0691	0.0000	279.9267
Total	**0.1208**	**1.2678**	**2.1032**	**3.0800e-003**		**0.0207**	**0.0207**		**0.0207**	**0.0207**	**0.0000**	**278.4763**	**278.4763**	**0.0691**	**0.0000**	**279.9267**

3.4 Building Construction - 2016

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0290	0.2946	0.3827	7.1000e-004	0.0198	4.4200e-003	0.0242	5.6300e-003	4.0700e-003	9.7000e-003	0.0000	64.1051	64.1051	4.8000e-004	0.0000	64.1151
Worker	0.0512	0.0749	0.7802	1.6400e-003	0.1285	1.2400e-003	0.1298	0.0341	1.1400e-003	0.0353	0.0000	125.4265	125.4265	7.1200e-003	0.0000	125.5760
Total	**0.0802**	**0.3695**	**1.1629**	**2.3500e-003**	**0.1483**	**5.6600e-003**	**0.1540**	**0.0398**	**5.2100e-003**	**0.0450**	**0.0000**	**189.5316**	**189.5316**	**7.6000e-003**	**0.0000**	**189.6911**

3.5 Paving - 2016

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0836	0.8954	0.5927	8.9000e-004		0.0504	0.0504		0.0464	0.0464	0.0000	84.0553	84.0553	0.0254	0.0000	84.5877
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0836**	**0.8954**	**0.5927**	**8.9000e-004**		**0.0504**	**0.0504**		**0.0464**	**0.0464**	**0.0000**	**84.0553**	**84.0553**	**0.0254**	**0.0000**	**84.5877**

3.5 Paving - 2016

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.6200e-003	3.8300e-003	0.0399	8.0000e-005	6.5700e-003	6.0000e-005	6.6400e-003	1.7500e-003	6.0000e-005	1.8000e-003	0.0000	6.4157	6.4157	3.6000e-004	0.0000	6.4233
Total	**2.6200e-003**	**3.8300e-003**	**0.0399**	**8.0000e-005**	**6.5700e-003**	**6.0000e-005**	**6.6400e-003**	**1.7500e-003**	**6.0000e-005**	**1.8000e-003**	**0.0000**	**6.4157**	**6.4157**	**3.6000e-004**	**0.0000**	**6.4233**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0131	0.3930	0.6771	8.9000e-004		1.4600e-003	1.4600e-003		1.4600e-003	1.4600e-003	0.0000	84.0552	84.0552	0.0254	0.0000	84.5876
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0131**	**0.3930**	**0.6771**	**8.9000e-004**		**1.4600e-003**	**1.4600e-003**		**1.4600e-003**	**1.4600e-003**	**0.0000**	**84.0552**	**84.0552**	**0.0254**	**0.0000**	**84.5876**

3.5 Paving - 2016

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.6200e-003	3.8300e-003	0.0399	8.0000e-005	6.5700e-003	6.0000e-005	6.6400e-003	1.7500e-003	6.0000e-005	1.8000e-003	0.0000	6.4157	6.4157	3.6000e-004	0.0000	6.4233
Total	**2.6200e-003**	**3.8300e-003**	**0.0399**	**8.0000e-005**	**6.5700e-003**	**6.0000e-005**	**6.6400e-003**	**1.7500e-003**	**6.0000e-005**	**1.8000e-003**	**0.0000**	**6.4157**	**6.4157**	**3.6000e-004**	**0.0000**	**6.4233**

3.6 Architectural Coating - 2016

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	1.6364					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0276	0.1779	0.1413	2.2000e-004		0.0148	0.0148		0.0148	0.0148	0.0000	19.1494	19.1494	2.2600e-003	0.0000	19.1968
Total	**1.6641**	**0.1779**	**0.1413**	**2.2000e-004**		**0.0148**	**0.0148**		**0.0148**	**0.0148**	**0.0000**	**19.1494**	**19.1494**	**2.2600e-003**	**0.0000**	**19.1968**

3.6 Architectural Coating - 2016

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	6.5500e-003	9.5700e-003	0.0998	2.1000e-004	0.0164	1.6000e-004	0.0166	4.3700e-003	1.5000e-004	4.5100e-003	0.0000	16.0392	16.0392	9.1000e-004	0.0000	16.0583
Total	**6.5500e-003**	**9.5700e-003**	**0.0998**	**2.1000e-004**	**0.0164**	**1.6000e-004**	**0.0166**	**4.3700e-003**	**1.5000e-004**	**4.5100e-003**	**0.0000**	**16.0392**	**16.0392**	**9.1000e-004**	**0.0000**	**16.0583**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	1.6364					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	4.0900e-003	0.0795	0.1374	2.2000e-004		3.0000e-004	3.0000e-004		3.0000e-004	3.0000e-004	0.0000	19.1494	19.1494	2.2600e-003	0.0000	19.1968
Total	**1.6405**	**0.0795**	**0.1374**	**2.2000e-004**		**3.0000e-004**	**3.0000e-004**		**3.0000e-004**	**3.0000e-004**	**0.0000**	**19.1494**	**19.1494**	**2.2600e-003**	**0.0000**	**19.1968**

3.6 Architectural Coating - 2016

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	6.5500e-003	9.5700e-003	0.0998	2.1000e-004	0.0164	1.6000e-004	0.0166	4.3700e-003	1.5000e-004	4.5100e-003	0.0000	16.0392	16.0392	9.1000e-004	0.0000	16.0583
Total	**6.5500e-003**	**9.5700e-003**	**0.0998**	**2.1000e-004**	**0.0164**	**1.6000e-004**	**0.0166**	**4.3700e-003**	**1.5000e-004**	**4.5100e-003**	**0.0000**	**16.0392**	**16.0392**	**9.1000e-004**	**0.0000**	**16.0583**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Unmitigated	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Mid Rise	0.00	0.00	0.00		
General Light Industry	0.00	0.00	0.00		
General Office Building	0.00	0.00	0.00		
Government Office Building	0.00	0.00	0.00		
High Turnover (Sit Down Restaurant)	0.00	0.00	0.00		
Single Family Housing	0.00	0.00	0.00		
Strip Mall	0.00	0.00	0.00		
Total	0.00	0.00	0.00		

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Apartments Mid Rise	14.70	5.90	8.70	40.20	19.20	40.60	86	11	3
General Light Industry	16.60	8.40	6.90	59.00	28.00	13.00	92	5	3
General Office Building	16.60	8.40	6.90	33.00	48.00	19.00	77	19	4
Government Office Building	16.60	8.40	6.90	33.00	62.00	5.00	50	34	16
High Turnover (Sit Down	16.60	8.40	6.90	8.50	72.50	19.00	37	20	43
Single Family Housing	14.70	5.90	8.70	40.20	19.20	40.60	86	11	3
Strip Mall	16.60	8.40	6.90	16.60	64.40	19.00	45	40	15

LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
0.532559	0.058242	0.178229	0.125155	0.038934	0.006273	0.016761	0.032323	0.002478	0.003154	0.003685	0.000544	0.001663

5.0 Energy Detail

4.4 Fleet Mix

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated						0.0000	0.0000		0.0000	0.0000	0.0000	78.8814	78.8814	3.6300e-003	7.5000e-004	79.1901
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	78.8814	78.8814	3.6300e-003	7.5000e-004	79.1901
NaturalGas Mitigated	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
NaturalGas Unmitigated	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Apartments Mid Rise	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
General Light Industry	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
General Office Building	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Government Office Building	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
High Turnover (Sit Down Restaurant)	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Single Family Housing	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Strip Mall	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
General Light Industry	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
General Office Building	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Government Office Building	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
High Turnover (Sit Down Restaurant)	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Single Family Housing	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Strip Mall	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Apartments Mid Rise	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Apartments Mid Rise	0	0.0000	0.0000	0.0000	0.0000
General Light Industry	0	0.0000	0.0000	0.0000	0.0000
General Office Building	0	0.0000	0.0000	0.0000	0.0000
Government Office Building	0	0.0000	0.0000	0.0000	0.0000
High Turnover (Sit Down Restaurant)	0	0.0000	0.0000	0.0000	0.0000
Single Family Housing	0	0.0000	0.0000	0.0000	0.0000
Strip Mall	275648	78.8814	3.6300e-003	7.5000e-004	79.1901
Total		**78.8814**	**3.6300e-003**	**7.5000e-004**	**79.1901**

5.3 Energy by Land Use - Electricity

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Apartments Mid Rise	0	0.0000	0.0000	0.0000	0.0000
General Light Industry	0	0.0000	0.0000	0.0000	0.0000
General Office Building	0	0.0000	0.0000	0.0000	0.0000
Government Office Building	0	0.0000	0.0000	0.0000	0.0000
High Turnover (Sit Down Restaurant)	0	0.0000	0.0000	0.0000	0.0000
Single Family Housing	0	0.0000	0.0000	0.0000	0.0000
Strip Mall	275648	78.8814	3.6300e-003	7.5000e-004	79.1901
Total		**78.8814**	**3.6300e-003**	**7.5000e-004**	**79.1901**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.7756	0.0114	0.9806	5.0000e-005		5.3200e-003	5.3200e-003		5.3200e-003	5.3200e-003	0.0000	1.5862	1.5862	1.6000e-003	0.0000	1.6197
Unmitigated	0.7756	0.0114	0.9806	5.0000e-005		5.3200e-003	5.3200e-003		5.3200e-003	5.3200e-003	0.0000	1.5862	1.5862	1.6000e-003	0.0000	1.6197

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.7449					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.0306	0.0114	0.9806	5.0000e-005		5.3200e-003	5.3200e-003		5.3200e-003	5.3200e-003	0.0000	1.5862	1.5862	1.6000e-003	0.0000	1.6197
Total	**0.7755**	**0.0114**	**0.9806**	**5.0000e-005**		**5.3200e-003**	**5.3200e-003**		**5.3200e-003**	**5.3200e-003**	**0.0000**	**1.5862**	**1.5862**	**1.6000e-003**	**0.0000**	**1.6197**

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.7449					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.0306	0.0114	0.9806	5.0000e-005		5.3200e-003	5.3200e-003		5.3200e-003	5.3200e-003	0.0000	1.5862	1.5862	1.6000e-003	0.0000	1.6197
Total	**0.7755**	**0.0114**	**0.9806**	**5.0000e-005**		**5.3200e-003**	**5.3200e-003**		**5.3200e-003**	**5.3200e-003**	**0.0000**	**1.5862**	**1.5862**	**1.6000e-003**	**0.0000**	**1.6197**

7.0 Water Detail

7.1 Mitigation Measures Water

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	0.0000	0.0000	0.0000	0.0000
Unmitigated	0.0000	0.0000	0.0000	0.0000

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Apartments Mid Rise	0 / 0	0.0000	0.0000	0.0000	0.0000
General Light Industry	0 / 0	0.0000	0.0000	0.0000	0.0000
General Office Building	0 / 0	0.0000	0.0000	0.0000	0.0000
Government Office Building	0 / 0	0.0000	0.0000	0.0000	0.0000
High Turnover (Sit Down Restaurant)	0 / 0	0.0000	0.0000	0.0000	0.0000
Single Family Housing	0 / 0	0.0000	0.0000	0.0000	0.0000
Strip Mall	0 / 0	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**

7.2 Water by Land Use

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Apartments Mid Rise	0 / 0	0.0000	0.0000	0.0000	0.0000
General Light Industry	0 / 0	0.0000	0.0000	0.0000	0.0000
General Office Building	0 / 0	0.0000	0.0000	0.0000	0.0000
Government Office Building	0 / 0	0.0000	0.0000	0.0000	0.0000
High Turnover (Sit Down Restaurant)	0 / 0	0.0000	0.0000	0.0000	0.0000
Single Family Housing	0 / 0	0.0000	0.0000	0.0000	0.0000
Strip Mall	0 / 0	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**

8.0 Waste Detail

8.1 Mitigation Measures Waste

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Unmitigated	0.0000	0.0000	0.0000	0.0000
Mitigated	0.0000	0.0000	0.0000	0.0000

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Apartments Mid Rise	0	0.0000	0.0000	0.0000	0.0000
General Light Industry	0	0.0000	0.0000	0.0000	0.0000
General Office Building	0	0.0000	0.0000	0.0000	0.0000
Government Office Building	0	0.0000	0.0000	0.0000	0.0000
High Turnover (Sit Down Restaurant)	0	0.0000	0.0000	0.0000	0.0000
Single Family Housing	0	0.0000	0.0000	0.0000	0.0000
Strip Mall	0	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**

8.2 Waste by Land Use

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Apartments Mid Rise	0	0.0000	0.0000	0.0000	0.0000
General Light Industry	0	0.0000	0.0000	0.0000	0.0000
General Office Building	0	0.0000	0.0000	0.0000	0.0000
Government Office Building	0	0.0000	0.0000	0.0000	0.0000
High Turnover (Sit Down Restaurant)	0	0.0000	0.0000	0.0000	0.0000
Single Family Housing	0	0.0000	0.0000	0.0000	0.0000
Strip Mall	0	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

10.0 Vegetation

Baldwin Park Existing Conditions - Operational Only

Los Angeles-South Coast County, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Single Family Housing	17.00	Dwelling Unit	1.19	30,600.00	49
Manufacturing	23.47	1000sqft	1.58	23,470.00	0
Medical Office Building	11.91	1000sqft	0.72	11,910.00	0
Automobile Care Center	10.70	1000sqft	0.67	10,701.00	0
Government Office Building	21.82	1000sqft	2.66	21,816.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	33
Climate Zone	9			**Operational Year**	2014
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	630.89	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics - Operation of only the land uses that will be removed as part of the proposed project.

Land Use - Based on the dwelling units and square footage of land uses that will be removed with the new plan. Based on project specific data.

Construction Phase - No construction. CalEEMod does not allow for construction to be skipped/turned off. Construction information removed from output.

Off-road Equipment - No construction

Trips and VMT - No construction

Architectural Coating - No construction

Vehicle Trips - Trip rates based on project specific traffic study.

Woodstoves - Based on default values for historic development purposes

Area Coating -

Energy Use - Historic data used becasue buildings constructed prior to 2008

Water And Wastewater - Based on proejct speific data and no septic tanks

Solid Waste - Based on project specific data.

Waste Mitigation - Based on Currently achieved divergance in California

Table Name	Column Name	Default Value	New Value
tblArchitecturalCoating	EF_Nonresidential_Exterior	250.00	0.00
tblArchitecturalCoating	EF_Nonresidential_Interior	250.00	0.00
tblArchitecturalCoating	EF_Residential_Exterior	100.00	0.00
tblArchitecturalCoating	EF_Residential_Interior	50.00	0.00
tblConstructionPhase	NumDays	20.00	1.00
tblEnergyUse	LightingElect	3.85	3.55
tblEnergyUse	LightingElect	4.63	4.29
tblEnergyUse	LightingElect	3.85	3.55
tblEnergyUse	LightingElect	4.63	4.29
tblEnergyUse	T24E	2.94	2.75
tblEnergyUse	T24E	5.99	5.62
tblEnergyUse	T24E	2.94	2.75
tblEnergyUse	T24E	5.99	5.62

tblEnergyUse	T24E	771.15	596.10
tblEnergyUse	T24NG	15.35	14.36
tblEnergyUse	T24NG	12.05	10.54
tblEnergyUse	T24NG	15.35	14.36
tblEnergyUse	T24NG	12.05	10.54
tblEnergyUse	T24NG	26,604.47	23,944.02
tblLandUse	LotAcreage	5.52	1.19
tblLandUse	LotAcreage	0.54	1.58
tblLandUse	LotAcreage	0.27	0.72
tblLandUse	LotAcreage	0.25	0.67
tblLandUse	LotAcreage	0.50	2.66
tblOffRoadEquipment	UsageHours	6.00	0.00
tblSolidWaste	SolidWasteGenerationRate	40.87	23.88
tblSolidWaste	SolidWasteGenerationRate	20.29	48.69
tblSolidWaste	SolidWasteGenerationRate	29.10	52.99
tblSolidWaste	SolidWasteGenerationRate	128.63	26.58
tblSolidWaste	SolidWasteGenerationRate	20.09	37.94
tblTripsAndVMT	HaulingTripLength	20.00	0.00
tblTripsAndVMT	VendorTripLength	6.90	0.00
tblTripsAndVMT	WorkerTripLength	14.70	0.00
tblVehicleTrips	ST_TR	62.00	40.09
tblVehicleTrips	ST_TR	1.49	3.75
tblVehicleTrips	ST_TR	8.96	31.82
tblVehicleTrips	ST_TR	10.08	8.39
tblVehicleTrips	SU_TR	62.00	40.09
tblVehicleTrips	SU_TR	0.62	3.75
tblVehicleTrips	SU_TR	1.55	31.82
tblVehicleTrips	SU_TR	8.77	8.39

tblVehicleTrips	WD_TR	62.00	40.09
tblVehicleTrips	WD_TR	68.93	67.55
tblVehicleTrips	WD_TR	3.82	3.75
tblVehicleTrips	WD_TR	36.13	31.82
tblVehicleTrips	WD_TR	9.57	8.39
tblWater	AerobicPercent	87.46	97.54
tblWater	AerobicPercent	87.46	97.54
tblWater	AerobicPercent	87.46	97.54
tblWater	AerobicPercent	87.46	97.54
tblWater	AerobicPercent	87.46	97.54
tblWater	AnaerobicandFacultativeLagoonsPercent	2.21	2.46
tblWater	AnaerobicandFacultativeLagoonsPercent	2.21	2.46
tblWater	AnaerobicandFacultativeLagoonsPercent	2.21	2.46
tblWater	AnaerobicandFacultativeLagoonsPercent	2.21	2.46
tblWater	AnaerobicandFacultativeLagoonsPercent	2.21	2.46
tblWater	IndoorWaterUseRate	1,006,667.85	401,287.50
tblWater	IndoorWaterUseRate	4,334,754.35	2,960,700.00
tblWater	IndoorWaterUseRate	5,427,437.50	978,157.09
tblWater	IndoorWaterUseRate	1,494,473.20	446,625.00
tblWater	IndoorWaterUseRate	1,107,618.44	4,479,280.00
tblWater	OutdoorWaterUseRate	616,989.97	39,624.84
tblWater	OutdoorWaterUseRate	2,656,784.92	292,352.17
tblWater	OutdoorWaterUseRate	284,661.56	44,101.66
tblWater	OutdoorWaterUseRate	698,281.19	545,929.83
tblWater	SepticTankPercent	10.33	0.00
tblWater	SepticTankPercent	10.33	0.00
tblWater	SepticTankPercent	10.33	0.00
tblWater	SepticTankPercent	10.33	0.00

tblWater	SepticTankPercent	10.33	0.00

2.0 Emissions Summary

2.1 Overall Construction

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2014	1.0000e-005	0.0000	3.0000e-005	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	6.9000e-004	6.9000e-004	0.0000	0.0000	6.9000e-004
Total	**1.0000e-005**	**0.0000**	**3.0000e-005**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**6.9000e-004**	**6.9000e-004**	**0.0000**	**0.0000**	**6.9000e-004**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2014	1.0000e-005	0.0000	3.0000e-005	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	6.9000e-004	6.9000e-004	0.0000	0.0000	6.9000e-004
Total	**1.0000e-005**	**0.0000**	**3.0000e-005**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**6.9000e-004**	**6.9000e-004**	**0.0000**	**0.0000**	**6.9000e-004**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.5082	3.5500e-003	0.2873	1.8000e-004		0.0172	0.0172		0.0172	0.0172	1.8057	3.7580	5.5638	5.7000e-003	1.2000e-004	5.7214
Energy	8.1900e-003	0.0729	0.0516	4.5000e-004		5.6600e-003	5.6600e-003		5.6600e-003	5.6600e-003	0.0000	374.5590	374.5590	0.0151	4.2800e-003	376.2008
Mobile	1.5647	4.0255	16.2867	0.0280	1.8607	0.0592	1.9198	0.4982	0.0543	0.5525	0.0000	2,357.7439	2,357.7439	0.1163	0.0000	2,360.1853
Waste						0.0000	0.0000		0.0000	0.0000	38.5845	0.0000	38.5845	2.2803	0.0000	86.4704
Water						0.0000	0.0000		0.0000	0.0000	3.2783	37.4583	40.7367	0.0958	7.4900e-003	45.0698
Total	**2.0811**	**4.1020**	**16.6256**	**0.0286**	**1.8607**	**0.0820**	**1.9427**	**0.4982**	**0.0771**	**0.5753**	**43.6686**	**2,773.5193**	**2,817.1879**	**2.5131**	**0.0119**	**2,873.6478**

2.2 Overall Operational

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.5082	3.5500e-003	0.2873	1.8000e-004		0.0172	0.0172		0.0172	0.0172	1.8057	3.7580	5.5638	5.7000e-003	1.2000e-004	5.7214
Energy	8.1900e-003	0.0729	0.0516	4.5000e-004		5.6600e-003	5.6600e-003		5.6600e-003	5.6600e-003	0.0000	374.5590	374.5590	0.0151	4.2800e-003	376.2008
Mobile	1.5647	4.0255	16.2867	0.0280	1.8607	0.0592	1.9198	0.4982	0.0543	0.5525	0.0000	2,357.7439	2,357.7439	0.1163	0.0000	2,360.1853
Waste						0.0000	0.0000		0.0000	0.0000	19.2923	0.0000	19.2923	1.1401	0.0000	43.2352
Water						0.0000	0.0000		0.0000	0.0000	3.2783	37.4583	40.7367	0.0958	7.4700e-003	45.0646
Total	**2.0811**	**4.1020**	**16.6256**	**0.0286**	**1.8607**	**0.0820**	**1.9427**	**0.4982**	**0.0771**	**0.5753**	**24.3763**	**2,773.5193**	**2,797.8956**	**1.3729**	**0.0119**	**2,830.4073**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**44.18**	**0.00**	**0.68**	**45.37**	**0.17**	**1.50**

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Architectural Coating	Architectural Coating	1/1/2014	1/1/2014	5	1	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 0

Acres of Paving: 0

Residential Indoor: 61,965; Residential Outdoor: 20,655; Non-Residential Indoor: 101,846; Non-Residential Outdoor: 33,949 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Architectural Coating	Air Compressors	1	0.00	78	0.48

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Architectural Coating	1	6.00	0.00	0.00	0.00	0.00	0.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

3.2 Architectural Coating - 2014

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

3.2 Architectural Coating - 2014

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.0000e-005	0.0000	3.0000e-005	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	6.9000e-004	6.9000e-004	0.0000	0.0000	6.9000e-004
Total	**1.0000e-005**	**0.0000**	**3.0000e-005**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**6.9000e-004**	**6.9000e-004**	**0.0000**	**0.0000**	**6.9000e-004**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

3.2 Architectural Coating - 2014

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.0000e-005	0.0000	3.0000e-005	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	6.9000e-004	6.9000e-004	0.0000	0.0000	6.9000e-004
Total	**1.0000e-005**	**0.0000**	**3.0000e-005**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**6.9000e-004**	**6.9000e-004**	**0.0000**	**0.0000**	**6.9000e-004**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	1.5647	4.0255	16.2867	0.0280	1.8607	0.0592	1.9198	0.4982	0.0543	0.5525	0.0000	2,357.7439	2,357.7439	0.1163	0.0000	2,360.1853
Unmitigated	1.5647	4.0255	16.2867	0.0280	1.8607	0.0592	1.9198	0.4982	0.0543	0.5525	0.0000	2,357.7439	2,357.7439	0.1163	0.0000	2,360.1853

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Automobile Care Center	429.00	429.00	429.00	574,672	574,672
Government Office Building	1,473.61	0.00	0.00	2,478,568	2,478,568
Manufacturing	87.99	87.99	87.99	389,640	389,640
Medical Office Building	379.00	379.00	379.00	983,072	983,072
Single Family Housing	142.63	142.63	142.63	487,388	487,388
Total	2,512.23	1,038.62	1,038.62	4,913,340	4,913,340

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Automobile Care Center	16.60	8.40	6.90	33.00	48.00	19.00	21	51	28
Government Office Building	16.60	8.40	6.90	33.00	62.00	5.00	50	34	16
Manufacturing	16.60	8.40	6.90	59.00	28.00	13.00	92	5	3
Medical Office Building	16.60	8.40	6.90	29.60	51.40	19.00	60	30	10
Single Family Housing	14.70	5.90	8.70	40.20	19.20	40.60	86	11	3

LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
0.535275	0.058759	0.178478	0.127034	0.038632	0.006246	0.015618	0.028471	0.002426	0.003171	0.003696	0.000547	0.001645

4.4 Fleet Mix

5.0 Energy Detail

Historical Energy Use: Y

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated						0.0000	0.0000		0.0000	0.0000	0.0000	293.5529	293.5529	0.0135	2.7900e-003	294.7017
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	293.5529	293.5529	0.0135	2.7900e-003	294.7017
NaturalGas Mitigated	8.1900e-003	0.0729	0.0516	4.5000e-004		5.6600e-003	5.6600e-003		5.6600e-003	5.6600e-003	0.0000	81.0061	81.0061	1.5500e-003	1.4900e-003	81.4991
NaturalGas Unmitigated	8.1900e-003	0.0729	0.0516	4.5000e-004		5.6600e-003	5.6600e-003		5.6600e-003	5.6600e-003	0.0000	81.0061	81.0061	1.5500e-003	1.4900e-003	81.4991

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Government Office Building	238449	1.2900e-003	0.0117	9.8200e-003	7.0000e-005		8.9000e-004	8.9000e-004		8.9000e-004	8.9000e-004	0.0000	12.7245	12.7245	2.4000e-004	2.3000e-004	12.8020
Manufacturing	441471	2.3800e-003	0.0216	0.0182	1.3000e-004		1.6400e-003	1.6400e-003		1.6400e-003	1.6400e-003	0.0000	23.5586	23.5586	4.5000e-004	4.3000e-004	23.7019
Medical Office Building	130176	7.0000e-004	6.3800e-003	5.3600e-003	4.0000e-005		4.8000e-004	4.8000e-004		4.8000e-004	4.8000e-004	0.0000	6.9467	6.9467	1.3000e-004	1.3000e-004	6.9890
Single Family Housing	506616	2.7300e-003	0.0233	9.9300e-003	1.5000e-004		1.8900e-003	1.8900e-003		1.8900e-003	1.8900e-003	0.0000	27.0350	27.0350	5.2000e-004	5.0000e-004	27.1995
Automobile Care Center	201286	1.0900e-003	9.8700e-003	8.2900e-003	6.0000e-005		7.5000e-004	7.5000e-004		7.5000e-004	7.5000e-004	0.0000	10.7414	10.7414	2.1000e-004	2.0000e-004	10.8068
Total		**8.1900e-003**	**0.0729**	**0.0516**	**4.5000e-004**		**5.6500e-003**	**5.6500e-003**		**5.6500e-003**	**5.6500e-003**	**0.0000**	**81.0061**	**81.0061**	**1.5500e-003**	**1.4900e-003**	**81.4991**

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Government Office Building	238449	1.2900e-003	0.0117	9.8200e-003	7.0000e-005		8.9000e-004	8.9000e-004		8.9000e-004	8.9000e-004	0.0000	12.7245	12.7245	2.4000e-004	2.3000e-004	12.8020
Manufacturing	441471	2.3800e-003	0.0216	0.0182	1.3000e-004		1.6400e-003	1.6400e-003		1.6400e-003	1.6400e-003	0.0000	23.5586	23.5586	4.5000e-004	4.3000e-004	23.7019
Medical Office Building	130176	7.0000e-004	6.3800e-003	5.3600e-003	4.0000e-005		4.8000e-004	4.8000e-004		4.8000e-004	4.8000e-004	0.0000	6.9467	6.9467	1.3000e-004	1.3000e-004	6.9890
Single Family Housing	506616	2.7300e-003	0.0233	9.9300e-003	1.5000e-004		1.8900e-003	1.8900e-003		1.8900e-003	1.8900e-003	0.0000	27.0350	27.0350	5.2000e-004	5.0000e-004	27.1995
Automobile Care Center	201286	1.0900e-003	9.8700e-003	8.2900e-003	6.0000e-005		7.5000e-004	7.5000e-004		7.5000e-004	7.5000e-004	0.0000	10.7414	10.7414	2.1000e-004	2.0000e-004	10.8068
Total		**8.1900e-003**	**0.0729**	**0.0516**	**4.5000e-004**		**5.6500e-003**	**5.6500e-003**		**5.6500e-003**	**5.6500e-003**	**0.0000**	**81.0061**	**81.0061**	**1.5500e-003**	**1.4900e-003**	**81.4991**

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Automobile Care Center	128947	36.9004	1.7000e-003	3.5000e-004	37.0448
Government Office Building	316986	90.7110	4.1700e-003	8.6000e-004	91.0660
Manufacturing	282814	80.9319	3.7200e-003	7.7000e-004	81.2486
Medical Office Building	173052	49.5218	2.2800e-003	4.7000e-004	49.7156
Single Family Housing	124011	35.4878	1.6300e-003	3.4000e-004	35.6267
Total		**293.5529**	**0.0135**	**2.7900e-003**	**294.7017**

5.3 Energy by Land Use - Electricity

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Automobile Care Center	128947	36.9004	1.7000e-003	3.5000e-004	37.0448
Government Office Building	316986	90.7110	4.1700e-003	8.6000e-004	91.0660
Manufacturing	282814	80.9319	3.7200e-003	7.7000e-004	81.2486
Medical Office Building	173052	49.5218	2.2800e-003	4.7000e-004	49.7156
Single Family Housing	124011	35.4878	1.6300e-003	3.4000e-004	35.6267
Total		**293.5529**	**0.0135**	**2.7900e-003**	**294.7017**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.5082	3.5500e-003	0.2873	1.8000e-004		0.0172	0.0172		0.0172	0.0172	1.8057	3.7580	5.5638	5.7000e-003	1.2000e-004	5.7214
Unmitigated	0.5082	3.5500e-003	0.2873	1.8000e-004		0.0172	0.0172		0.0172	0.0172	1.8057	3.7580	5.5638	5.7000e-003	1.2000e-004	5.7214

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.0906					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.3559					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	0.0557	1.4100e-003	0.1068	1.7000e-004		0.0162	0.0162		0.0162	0.0162	1.8057	3.4700	5.2757	5.3900e-003	1.2000e-004	5.4268
Landscaping	5.9500e-003	2.1400e-003	0.1805	1.0000e-005		9.6000e-004	9.6000e-004		9.6000e-004	9.6000e-004	0.0000	0.2881	0.2881	3.1000e-004	0.0000	0.2946
Total	**0.5082**	**3.5500e-003**	**0.2873**	**1.8000e-004**		**0.0172**	**0.0172**		**0.0172**	**0.0172**	**1.8057**	**3.7580**	**5.5638**	**5.7000e-003**	**1.2000e-004**	**5.7214**

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.0906					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.3559					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	0.0557	1.4100e-003	0.1068	1.7000e-004		0.0162	0.0162		0.0162	0.0162	1.8057	3.4700	5.2757	5.3900e-003	1.2000e-004	5.4268
Landscaping	5.9500e-003	2.1400e-003	0.1805	1.0000e-005		9.6000e-004	9.6000e-004		9.6000e-004	9.6000e-004	0.0000	0.2881	0.2881	3.1000e-004	0.0000	0.2946
Total	**0.5082**	**3.5500e-003**	**0.2873**	**1.8000e-004**		**0.0172**	**0.0172**		**0.0172**	**0.0172**	**1.8057**	**3.7580**	**5.5638**	**5.7000e-003**	**1.2000e-004**	**5.7214**

7.0 Water Detail

7.1 Mitigation Measures Water

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	40.7367	0.0958	7.4700e-003	45.0646
Unmitigated	40.7367	0.0958	7.4900e-003	45.0698

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Automobile Care Center	0.401288 / 0.0396248	1.7632	4.1500e-003	3.2000e-004	1.9509
Government Office Building	2.9607 / 0.292352	13.0091	0.0306	2.3900e-003	14.3936
Manufacturing	0.978157 / 0	3.9909	0.0101	7.9000e-004	4.4471
Medical Office Building	0.446625 / 0.0441017	1.9624	4.6200e-003	3.6000e-004	2.1713
Single Family Housing	4.47928 / 0.54593	20.0111	0.0463	3.6200e-003	22.1070
Total		**40.7367**	**0.0958**	**7.4800e-003**	**45.0698**

7.2 Water by Land Use

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Automobile Care Center	0.401288 / 0.0396248	1.7632	4.1500e-003	3.2000e-004	1.9507
Government Office Building	2.9607 / 0.292352	13.0091	0.0306	2.3900e-003	14.3919
Manufacturing	0.978157 / 0	3.9909	0.0101	7.9000e-004	4.4465
Medical Office Building	0.446625 / 0.0441017	1.9624	4.6200e-003	3.6000e-004	2.1710
Single Family Housing	4.47928 / 0.54593	20.0111	0.0463	3.6200e-003	22.1045
Total		**40.7367**	**0.0958**	**7.4800e-003**	**45.0646**

8.0 Waste Detail

8.1 Mitigation Measures Waste

Institute Recycling and Composting Services

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Unmitigated	38.5845	2.2803	0.0000	86.4704
Mitigated	19.2923	1.1401	0.0000	43.2352

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Automobile Care Center	23.88	4.8474	0.2865	0.0000	10.8634
Government Office Building	48.69	9.8836	0.5841	0.0000	22.1499
Manufacturing	52.99	10.7565	0.6357	0.0000	24.1060
Medical Office Building	26.58	5.3955	0.3189	0.0000	12.0917
Single Family Housing	37.94	7.7015	0.4551	0.0000	17.2595
Total		**38.5845**	**2.2803**	**0.0000**	**86.4704**

8.2 Waste by Land Use

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Automobile Care Center	11.94	2.4237	0.1432	0.0000	5.4317
Government Office Building	24.345	4.9418	0.2921	0.0000	11.0749
Manufacturing	26.495	5.3783	0.3179	0.0000	12.0530
Medical Office Building	13.29	2.6978	0.1594	0.0000	6.0458
Single Family Housing	18.97	3.8507	0.2276	0.0000	8.6298
Total		**19.2923**	**1.1401**	**0.0000**	**43.2352**

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

10.0 Vegetation

Baldwin Park - Project - Operational Only - Unmitigated

Los Angeles-South Coast County, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Apartments Mid Rise	848.00	Dwelling Unit	8.35	848,000.00	2425
General Light Industry	10.72	1000sqft	0.55	10,719.00	0
General Office Building	21.03	1000sqft	0.80	21,034.00	0
Strip Mall	276.82	1000sqft	10.40	276,824.00	0
High Turnover (Sit Down Restaurant)	48.73	1000sqft	1.86	48,729.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	33
Climate Zone	9			**Operational Year**	2035
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	630.89	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics - Based on project specific information. Only incorporates the "growth" in land use.

Land Use - Based on proejct specific data

Construction Phase - No construction activities. CalEEMod won't allow construction to be turned off so construction information in the output is removed.

Off-road Equipment - no constrcution

Trips and VMT - no construction

Architectural Coating - no construction

Vehicle Trips - Based on project specific traffic study

Woodstoves - No wood burning stoves or fireplaces per SCAQMD regulations

Energy Use -

Water And Wastewater - Based on project specific data and no septic tanks

Solid Waste - Based on project specific data

Area Mitigation - Based on SCAQMD Regulations

Energy Mitigation - Based on difference between 2008 Title 24 and 2013 Title 24.

Water Mitigation - Based on Cal Gree requirements

Waste Mitigation - Achieved diversion rate in California

Table Name	Column Name	Default Value	New Value
tblArchitecturalCoating	EF_Nonresidential_Exterior	250.00	0.00
tblArchitecturalCoating	EF_Nonresidential_Interior	250.00	0.00
tblArchitecturalCoating	EF_Residential_Exterior	100.00	0.00
tblArchitecturalCoating	EF_Residential_Interior	50.00	0.00
tblConstructionPhase	NumDays	20.00	1.00
tblLandUse	LotAcreage	22.32	8.35
tblLandUse	LotAcreage	0.25	0.55
tblLandUse	LotAcreage	0.48	0.80
tblLandUse	LotAcreage	6.36	10.40
tblLandUse	LotAcreage	1.12	1.86
tblOffRoadEquipment	UsageHours	6.00	0.00

tblProjectCharacteristics	OperationalYear	2014	2035
tblSolidWaste	SolidWasteGenerationRate	390.08	1,892.71
tblSolidWaste	SolidWasteGenerationRate	13.29	8.04
tblSolidWaste	SolidWasteGenerationRate	19.56	15.78
tblSolidWaste	SolidWasteGenerationRate	579.89	207.62
tblSolidWaste	SolidWasteGenerationRate	290.66	36.55
tblTripsAndVMT	HaulingTripLength	20.00	0.00
tblTripsAndVMT	VendorTripLength	6.90	0.00
tblTripsAndVMT	WorkerTripLength	14.70	0.00
tblVehicleTrips	ST_TR	7.16	4.70
tblVehicleTrips	ST_TR	1.32	6.27
tblVehicleTrips	ST_TR	2.37	9.94
tblVehicleTrips	ST_TR	158.37	69.42
tblVehicleTrips	ST_TR	42.04	31.60
tblVehicleTrips	SU_TR	6.07	4.70
tblVehicleTrips	SU_TR	0.68	6.27
tblVehicleTrips	SU_TR	0.98	9.94
tblVehicleTrips	SU_TR	131.84	69.42
tblVehicleTrips	SU_TR	20.43	31.60
tblVehicleTrips	WD_TR	6.59	4.70
tblVehicleTrips	WD_TR	6.97	6.27
tblVehicleTrips	WD_TR	11.01	9.94
tblVehicleTrips	WD_TR	127.15	69.42
tblVehicleTrips	WD_TR	44.32	31.60
tblWater	AerobicPercent	87.46	97.54
tblWater	AerobicPercent	87.46	97.54
tblWater	AerobicPercent	87.46	97.54
tblWater	AerobicPercent	87.46	97.54

tblWater	AerobicPercent	87.46	97.54
tblWater	AnaerobicandFacultativeLagoonsPercent	2.21	2.46
tblWater	AnaerobicandFacultativeLagoonsPercent	2.21	2.46
tblWater	AnaerobicandFacultativeLagoonsPercent	2.21	2.46
tblWater	AnaerobicandFacultativeLagoonsPercent	2.21	2.46
tblWater	AnaerobicandFacultativeLagoonsPercent	2.21	2.46
tblWater	IndoorWaterUseRate	55,250,613.73	26,346,663.72
tblWater	IndoorWaterUseRate	2,479,000.00	1,241,371.55
tblWater	IndoorWaterUseRate	3,737,740.72	1,730,024.54
tblWater	IndoorWaterUseRate	14,791,197.81	1,495,673.72
tblWater	IndoorWaterUseRate	20,504,755.40	21,733,077.11
tblWater	OutdoorWaterUseRate	34,831,908.65	3,211,103.02
tblWater	OutdoorWaterUseRate	2,290,873.34	170,830.02
tblWater	OutdoorWaterUseRate	944,119.01	147,689.22
tblWater	OutdoorWaterUseRate	12,567,430.73	2,146,016.92
tblWater	SepticTankPercent	10.33	0.00
tblWater	SepticTankPercent	10.33	0.00
tblWater	SepticTankPercent	10.33	0.00
tblWater	SepticTankPercent	10.33	0.00
tblWater	SepticTankPercent	10.33	0.00
tblWoodstoves	NumberCatalytic	42.40	0.00
tblWoodstoves	NumberNoncatalytic	42.40	0.00
tblWoodstoves	WoodstoveDayYear	25.00	0.00
tblWoodstoves	WoodstoveWoodMass	999.60	0.00

2.0 Emissions Summary

2.1 Overall Construction

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2017	1.8000e-004	3.0000e-005	4.9000e-004	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0152	0.0152	0.0000	0.0000	0.0152
Total	**1.8000e-004**	**3.0000e-005**	**4.9000e-004**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0152**	**0.0152**	**0.0000**	**0.0000**	**0.0152**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2017	1.8000e-004	3.0000e-005	4.9000e-004	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0152	0.0152	0.0000	0.0000	0.0152
Total	**1.8000e-004**	**3.0000e-005**	**4.9000e-004**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0152**	**0.0152**	**0.0000**	**0.0000**	**0.0152**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	7.8535	0.1287	11.4489	4.6000e-004		0.4344	0.4344		0.4343	0.4343	33.3227	187.3847	220.7074	0.0169	6.1100e-003	222.9583
Energy	0.1115	0.9885	0.6696	6.0800e-003		0.0770	0.0770		0.0770	0.0770	0.0000	3,942.8050	3,942.8050	0.1517	0.0472	3,960.6313
Mobile	5.3198	12.2629	55.8728	0.2178	13.6347	0.3175	13.9522	3.6563	0.2930	3.9493	0.0000	14,205.6344	14,205.6344	0.3848	0.0000	14,213.7145
Waste						0.0000	0.0000		0.0000	0.0000	438.6026	0.0000	438.6026	25.9207	0.0000	982.9366
Water						0.0000	0.0000		0.0000	0.0000	18.5911	213.8435	232.4346	0.5436	0.0425	257.0132
Total	**13.2847**	**13.3800**	**67.9913**	**0.2243**	**13.6347**	**0.8289**	**14.4636**	**3.6563**	**0.8042**	**4.4605**	**490.5164**	**18,549.6676**	**19,040.1840**	**27.0176**	**0.0958**	**19,637.2539**

2.2 Overall Operational

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	5.3805	0.1006	8.7199	4.6000e-004		0.0613	0.0613		0.0612	0.0612	0.0000	197.5666	197.5666	0.0171	3.3600e-003	198.9680
Energy	0.1035	0.9189	0.6312	5.6400e-003		0.0715	0.0715		0.0715	0.0715	0.0000	3,769.5317	3,769.5317	0.1458	0.0449	3,786.5082
Mobile	5.3198	12.2629	55.8728	0.2178	13.6347	0.3175	13.9522	3.6563	0.2930	3.9493	0.0000	14,205.6344	14,205.6344	0.3848	0.0000	14,213.7145
Waste						0.0000	0.0000		0.0000	0.0000	219.3013	0.0000	219.3013	12.9603	0.0000	491.4683
Water						0.0000	0.0000		0.0000	0.0000	14.8729	168.6207	183.4936	0.4347	0.0340	203.1469
Total	**10.8038**	**13.2824**	**65.2240**	**0.2239**	**13.6347**	**0.4503**	**14.0850**	**3.6563**	**0.4256**	**4.0819**	**234.1742**	**18,341.3534**	**18,575.5276**	**13.9428**	**0.0822**	**18,893.8059**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**18.68**	**0.73**	**4.07**	**0.20**	**0.00**	**45.68**	**2.62**	**0.00**	**47.08**	**8.49**	**52.26**	**1.12**	**2.44**	**48.39**	**14.21**	**3.79**

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Architectural Coating	Architectural Coating	1/1/2017	1/2/2017	5	1	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 0

Acres of Paving: 0

Residential Indoor: 1,717,200; Residential Outdoor: 572,400; Non-Residential Indoor: 535,959; Non-Residential Outdoor: 178,653 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Architectural Coating	Air Compressors	1	0.00	78	0.48

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Architectural Coating	1	146.00	0.00	0.00	0.00	0.00	0.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

3.2 Architectural Coating - 2017

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

3.2 Architectural Coating - 2017

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.8000e-004	3.0000e-005	4.9000e-004	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0152	0.0152	0.0000	0.0000	0.0152
Total	**1.8000e-004**	**3.0000e-005**	**4.9000e-004**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0152**	**0.0152**	**0.0000**	**0.0000**	**0.0152**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

3.2 Architectural Coating - 2017

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.8000e-004	3.0000e-005	4.9000e-004	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0152	0.0152	0.0000	0.0000	0.0152
Total	**1.8000e-004**	**3.0000e-005**	**4.9000e-004**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0152**	**0.0152**	**0.0000**	**0.0000**	**0.0152**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	5.3198	12.2629	55.8728	0.2178	13.6347	0.3175	13.9522	3.6563	0.2930	3.9493	0.0000	14,205.6344	14,205.6344	0.3848	0.0000	14,213.7145
Unmitigated	5.3198	12.2629	55.8728	0.2178	13.6347	0.3175	13.9522	3.6563	0.2930	3.9493	0.0000	14,205.6344	14,205.6344	0.3848	0.0000	14,213.7145

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Mid Rise	3,988.99	3,988.99	3988.99	13,630,992	13,630,992
General Light Industry	67.17	67.17	67.17	297,426	297,426
General Office Building	209.01	209.01	209.01	673,333	673,333
High Turnover (Sit Down Restaurant)	3,382.82	3,382.82	3382.82	4,610,205	4,610,205
Strip Mall	8,746.53	8,746.53	8746.53	16,641,108	16,641,108
Total	16,394.52	16,394.52	16,394.52	35,853,065	35,853,065

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Apartments Mid Rise	14.70	5.90	8.70	40.20	19.20	40.60	86	11	3
General Light Industry	16.60	8.40	6.90	59.00	28.00	13.00	92	5	3
General Office Building	16.60	8.40	6.90	33.00	48.00	19.00	77	19	4
High Turnover (Sit Down	16.60	8.40	6.90	8.50	72.50	19.00	37	20	43
Strip Mall	16.60	8.40	6.90	16.60	64.40	19.00	45	40	15

4.4 Fleet Mix

LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
0.491908	0.059855	0.185077	0.131229	0.044940	0.007356	0.019164	0.046757	0.003019	0.003347	0.004084	0.000506	0.002760

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

Exceed Title 24

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated						0.0000	0.0000		0.0000	0.0000	0.0000	2,745.5532	2,745.5532	0.1262	0.0261	2,756.2980
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	2,839.8251	2,839.8251	0.1305	0.0270	2,850.9388
NaturalGas Mitigated	0.1035	0.9189	0.6312	5.6400e-003		0.0715	0.0715		0.0715	0.0715	0.0000	1,023.9785	1,023.9785	0.0196	0.0188	1,030.2103
NaturalGas Unmitigated	0.1115	0.9885	0.6696	6.0800e-003		0.0770	0.0770		0.0770	0.0770	0.0000	1,102.9800	1,102.9800	0.0211	0.0202	1,109.6925

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Apartments Mid Rise	8.41259e+006	0.0454	0.3876	0.1650	2.4700e-003		0.0313	0.0313		0.0313	0.0313	0.0000	448.9280	448.9280	8.6000e-003	8.2300e-003	451.6601
General Light Industry	201624	1.0900e-003	9.8800e-003	8.3000e-003	6.0000e-005		7.5000e-004	7.5000e-004		7.5000e-004	7.5000e-004	0.0000	10.7595	10.7595	2.1000e-004	2.0000e-004	10.8249
General Office Building	229902	1.2400e-003	0.0113	9.4700e-003	7.0000e-005		8.6000e-004	8.6000e-004		8.6000e-004	8.6000e-004	0.0000	12.2684	12.2684	2.4000e-004	2.2000e-004	12.3431
High Turnover (Sit Down Restaurant)	1.13543e+007	0.0612	0.5566	0.4675	3.3400e-003		0.0423	0.0423		0.0423	0.0423	0.0000	605.9111	605.9111	0.0116	0.0111	609.5985
Strip Mall	470601	2.5400e-003	0.0231	0.0194	1.4000e-004		1.7500e-003	1.7500e-003		1.7500e-003	1.7500e-003	0.0000	25.1131	25.1131	4.8000e-004	4.6000e-004	25.2659
Total		**0.1115**	**0.9885**	**0.6696**	**6.0800e-003**		**0.0770**	**0.0770**		**0.0770**	**0.0770**	**0.0000**	**1,102.9800**	**1,102.9800**	**0.0211**	**0.0202**	**1,109.6925**

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
General Light Industry	178536	9.6000e-004	8.7500e-003	7.3500e-003	5.0000e-005		6.7000e-004	6.7000e-004		6.7000e-004	6.7000e-004	0.0000	9.5273	9.5273	1.8000e-004	1.7000e-004	9.5853
General Office Building	196647	1.0600e-003	9.6400e-003	8.1000e-003	6.0000e-005		7.3000e-004	7.3000e-004		7.3000e-004	7.3000e-004	0.0000	10.4938	10.4938	2.0000e-004	1.9000e-004	10.5577
High Turnover (Sit Down Restaurant)	1.10237e+007	0.0594	0.5404	0.4539	3.2400e-003		0.0411	0.0411		0.0411	0.0411	0.0000	588.2689	588.2689	0.0113	0.0108	591.8490
Strip Mall	420357	2.2700e-003	0.0206	0.0173	1.2000e-004		1.5700e-003	1.5700e-003		1.5700e-003	1.5700e-003	0.0000	22.4319	22.4319	4.3000e-004	4.1000e-004	22.5684
Apartments Mid Rise	7.36935e+006	0.0397	0.3396	0.1445	2.1700e-003		0.0275	0.0275		0.0275	0.0275	0.0000	393.2566	393.2566	7.5400e-003	7.2100e-003	395.6499
Total		**0.1035**	**0.9190**	**0.6312**	**5.6400e-003**		**0.0715**	**0.0715**		**0.0715**	**0.0715**	**0.0000**	**1,023.9785**	**1,023.9785**	**0.0196**	**0.0188**	**1,030.2103**

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Apartments Mid Rise	3.00358e+006	859.5257	0.0395	8.1700e-003	862.8895
General Light Industry	129164	36.9625	1.7000e-003	3.5000e-004	37.1071
General Office Building	305624	87.4595	4.0200e-003	8.3000e-004	87.8018
High Turnover (Sit Down Restaurant)	2.28588e+006	654.1424	0.0301	6.2200e-003	656.7024
Strip Mall	4.19942e+006	1,201.7350	0.0552	0.0114	1,206.4380
Total		**2,839.8251**	**0.1305**	**0.0270**	**2,850.9388**

5.3 Energy by Land Use - Electricity

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Apartments Mid Rise	2.97221e+006	850.5472	0.0391	8.0900e-003	853.8759
General Light Industry	124742	35.6971	1.6400e-003	3.4000e-004	35.8368
General Office Building	287892	82.3853	3.7900e-003	7.8000e-004	82.7077
High Turnover (Sit Down Restaurant)	2.21344e+006	633.4137	0.0291	6.0200e-003	635.8926
Strip Mall	3.99595e+006	1,143.5099	0.0526	0.0109	1,147.9850
Total		**2,745.5532**	**0.1262**	**0.0261**	**2,756.2980**

6.0 Area Detail

6.1 Mitigation Measures Area

Use Low VOC Paint - Residential Interior

Use Low VOC Paint - Residential Exterior

Use Low VOC Paint - Non-Residential Interior

Use Low VOC Paint - Non-Residential Exterior

Use only Natural Gas Hearths

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	5.3805	0.1006	8.7199	4.6000e-004		0.0613	0.0613		0.0612	0.0612	0.0000	197.5666	197.5666	0.0171	3.3600e-003	198.9680
Unmitigated	7.8535	0.1287	11.4489	4.6000e-004		0.4344	0.4344		0.4343	0.4343	33.3227	187.3847	220.7074	0.0169	6.1100e-003	222.9583

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.7457					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	4.3554					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	2.4915	0.0281	2.7299	0.0000		0.3859	0.3859		0.3858	0.3858	33.3227	173.0909	206.4135	3.3200e-003	6.1100e-003	208.3784
Landscaping	0.2610	0.1006	8.7189	4.6000e-004		0.0485	0.0485		0.0485	0.0485	0.0000	14.2939	14.2939	0.0136	0.0000	14.5799
Total	**7.8535**	**0.1287**	**11.4489**	**4.6000e-004**		**0.4344**	**0.4344**		**0.4343**	**0.4343**	**33.3227**	**187.3847**	**220.7074**	**0.0169**	**6.1100e-003**	**222.9583**

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.7457					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	4.3554					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	0.0185	0.0000	1.0100e-003	0.0000		0.0128	0.0128		0.0127	0.0127	0.0000	183.2727	183.2727	3.5100e-003	3.3600e-003	184.3880
Landscaping	0.2610	0.1006	8.7189	4.6000e-004		0.0485	0.0485		0.0485	0.0485	0.0000	14.2939	14.2939	0.0136	0.0000	14.5799
Total	**5.3805**	**0.1006**	**8.7199**	**4.6000e-004**		**0.0613**	**0.0613**		**0.0612**	**0.0612**	**0.0000**	**197.5666**	**197.5666**	**0.0171**	**3.3600e-003**	**198.9680**

7.0 Water Detail

7.1 Mitigation Measures Water

Apply Water Conservation Strategy

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	183.4936	0.4347	0.0340	203.1469
Unmitigated	232.4346	0.5436	0.0425	257.0132

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Apartments Mid Rise	26.3467 / 3.2111	117.7030	0.2726	0.0213	130.0311
General Light Industry	1.24137 / 0	5.0648	0.0128	1.0000e-003	5.6438
General Office Building	1.73002 / 0.17083	7.6016	0.0179	1.4000e-003	8.4106
High Turnover (Sit Down Restaurant)	1.49567 / 0.147689	6.5719	0.0155	1.2100e-003	7.2713
Strip Mall	21.7331 / 2.14602	95.4934	0.2248	0.0176	105.6565
Total		**232.4346**	**0.5436**	**0.0425**	**257.0132**

7.2 Water by Land Use

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Apartments Mid Rise	21.0773 / 3.2111	93.1643	0.2180	0.0170	103.0228
General Light Industry	0.993097 / 0	3.9086	0.0103	8.0000e-004	4.3712
General Office Building	1.38402 / 0.17083	5.9903	0.0143	1.1200e-003	6.6371
High Turnover (Sit Down Restaurant)	1.19654 / 0.147689	5.1788	0.0124	9.7000e-004	5.7381
Strip Mall	17.3865 / 2.14602	75.2517	0.1798	0.0140	83.3776
Total		**183.4936**	**0.4347**	**0.0340**	**203.1469**

8.0 Waste Detail

8.1 Mitigation Measures Waste

Institute Recycling and Composting Services

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Unmitigated	438.6026	25.9207	0.0000	982.9366
Mitigated	219.3013	12.9603	0.0000	491.4683

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Apartments Mid Rise	1892.71	384.2030	22.7058	0.0000	861.0237
General Light Industry	8.04	1.6321	0.0965	0.0000	3.6575
General Office Building	15.78	3.2032	0.1893	0.0000	7.1786
High Turnover (Sit Down Restaurant)	207.62	42.1450	2.4907	0.0000	94.4496
Strip Mall	36.55	7.4193	0.4385	0.0000	16.6272
Total		**438.6026**	**25.9207**	**0.0000**	**982.9366**

8.2 Waste by Land Use

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Apartments Mid Rise	946.355	192.1015	11.3529	0.0000	430.5119
General Light Industry	4.02	0.8160	0.0482	0.0000	1.8288
General Office Building	7.89	1.6016	0.0947	0.0000	3.5893
High Turnover (Sit Down Restaurant)	103.81	21.0725	1.2454	0.0000	47.2248
Strip Mall	18.275	3.7097	0.2192	0.0000	8.3136
Total		**219.3013**	**12.9603**	**0.0000**	**491.4683**

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

10.0 Vegetation

Appendix D
Traffic Study

City of Baldwin Park Downtown TOD Specific Plan EIR

Traffic Study

February 20, 2015

Prepared by

The Mobility Group

City of Baldwin Park Downtown TOD Specific Plan EIR

Traffic Study

February 20, 2014

Prepared by

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Zhaowang Ji

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TR 2667

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1. Introduction

This report documents a traffic analysis to support a Program EIR for the City of Baldwin Park Downtown Transit Oriented District (TOD) Specific Plan.

The general area of the project is located in central Baldwin Park. The Project Area is shown in Figure 1.1.

1.1 Project Description

The proposed project involves the establishment of the City of Baldwin Park Downtown TOD Specific Plan, including goals, and establishment of a land use program and circulation system that will provide a pedestrian-friendly, mixed-use environment, in a transit-oriented district around the existing Metrolink Station. The Specific Plan is fully described in the City of Baldwin Park Downtown TOD Specific Plan [1] document.

1.2 Study Scope

The scope for the analysis in this study was determined in conjunction with the City of Baldwin Park including the geographic coverage, input assumptions, and methodologies used in the analysis. The analysis addresses the AM and PM peak hours which are the times of the day when the street traffic volumes in the area are highest. For purposes of analysis a future horizon year of 2035 is assumed.

The study includes an analysis of:

- Existing Conditions
- Future 2035 Without Project Conditions
- Future 2035 With Project Conditions
- Future 2035 With Project and Mitigation
- Existing With Project Conditions
- Existing With Project and Mitigation

1.3 Organization of this Report

The remainder of this report is organized as follows. Chapter 2 describes the existing transportation conditions in the area of the Project. Chapter 3 addresses future conditions (year 2035) without the Project and sets the future cumulative baseline for analysis of Project impacts. Chapter 4 provides a description of the proposed Project and its transportation

[1] City of Baldwin Park Downtown TOD Specific Plan, Public Review Draft – December, 2014.

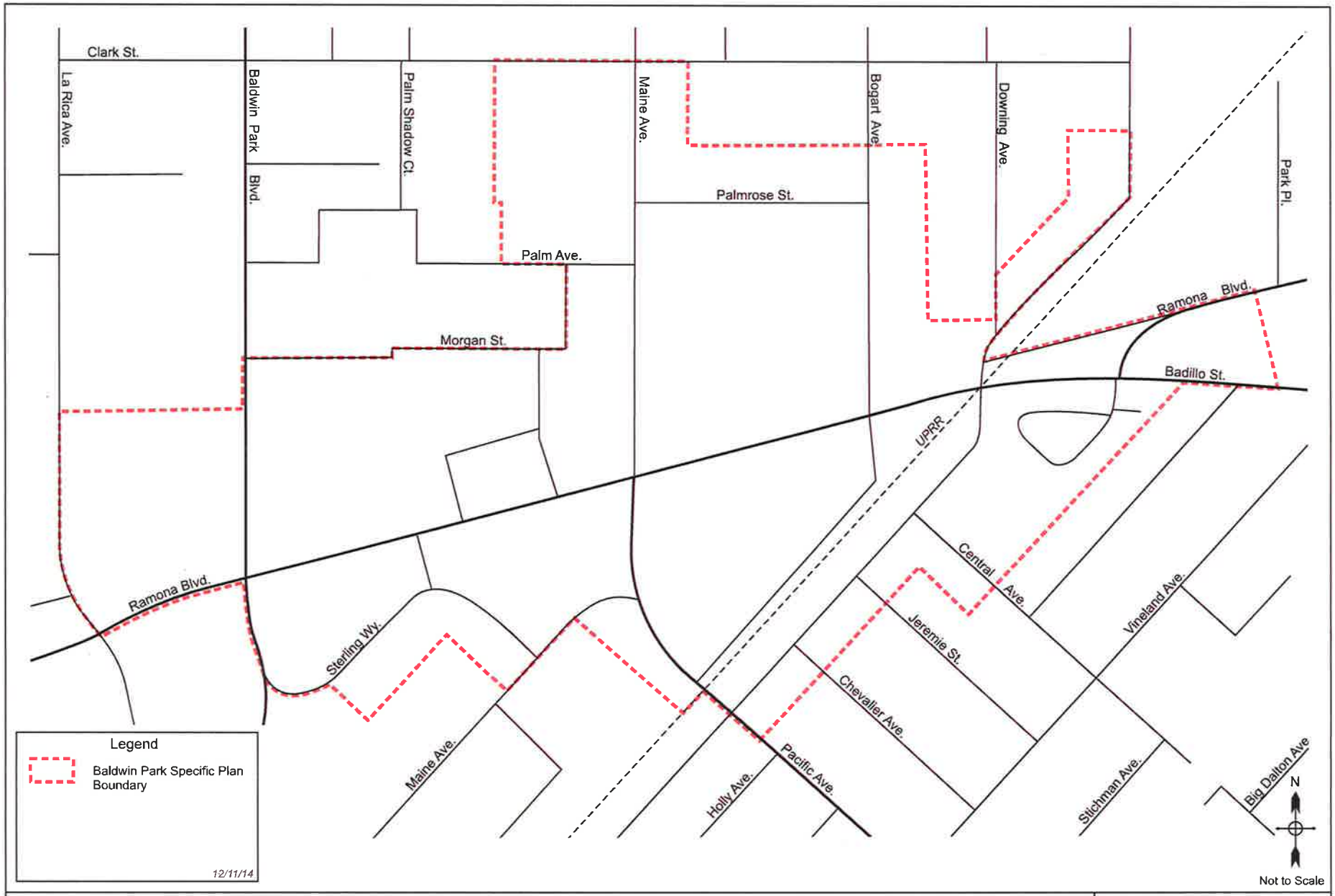


Figure 1.1
Project Location

Baldwin Park Downtown TOD Specific Plan

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characteristics, including trip generation, distribution of Project trips, and analyzes potential transportation impacts of the Project, including traffic, transit, and a Congestion Management Program evaluation. Chapter 5 identifies any proposed transportation mitigation measures for the Project.

2. Existing Conditions

2.1 Roadway System

Regional Access

The Project Site is located in the San Gabriel Valley. The closest freeways to the Project Area are the San Bernardino Freeway (I-10), which runs in an east-west direction and is located to the south of the Project Site, and the San Gabriel River Freeway (I-605) which runs in a north-south direction and is located to the west of the Project Site. The San Gabriel River Freeway (I-605) also provides access to the Foothill Freeway (I-210), which runs in an east-west direction and is located to the north of the Project Site.

North-South Streets

Baldwin Park Boulevard: Baldwin Park Boulevard is classified as an Arterial in the City's General Plan. It is a four-lane street with central turn lane (north of Ramona Boulevard) or raised median (south of Ramona Boulevard), and left turn lanes are provided at intersections. On-street parking is generally provided on both sides of the street with some restrictions.

Maine Avenue: Maine Avenue north of the intersection with Pacific Avenue is classified as a Collector street in the City's General Plan. It is a four-lane street with central turn lane and left turn lanes are provided at intersections. On-street parking is not allowed on the east side of the street, and is allowed on the west side in certain areas with some time restrictions. West of the intersection with Pacific Avenue, Maine Avenue is a two-lane local street and on-street parking is allowed on both sides of the street (see Figure 2.1).

Pacific Avenue: Pacific Avenue is classified as a Collector street in City's General Plan. It is a four-lane street and left turn lanes are provided at intersections. On-street parking is generally provided on both sides of the street with some restrictions.

Merced Avenue: Merced Avenue is classified as a Collector Street in the City's General Plan. It is a four-lane street and on-street parking is generally provided on both sides of the street with some restrictions.

Stewart Avenue: Stewart Avenue is a two-lane street and is classified as a local street in the City's General Plan. On-street parking is generally provided on both sides of the street.

Bogart Avenue: Bogart Avenue is classified as a local street in the City's General Plan. It is a two-lane street and on-street parking is generally provided on both sides of the street with some restrictions.

Downing Avenue: Downing Avenue is classified as a local street in the City's General Plan. It is a two-lane street and on-street parking is generally provided on both sides of the street with some restrictions.

Puente Avenue: Puente Avenue is classified as a Collector street in the City's General Plan. It is a two-lane street north of Root Street and is a four-lane street south of Root Street. On-street parking is generally provided on both sides of the street with some restrictions.

East-West Streets

Ramona Boulevard: Ramona Boulevard is classified as an Arterial in the City's General Plan. It is a four-lane street with wide curb lanes and raised median, and left turn lanes are provided at intersections. On-street parking is generally prohibited on both sides of the street. In some areas, diagonal off-street parking is provided in areas immediately parallel to and connected to Ramona Boulevard.

Badillo Street: Badillo Street is classified as a local street in City's General Plan. It is a four-lane street with raised median and left turn lanes are provided at intersections. In the Specific Plan area, on-street parking is allowed on the south side of the street but is prohibited on the north side.

Clark Street: Clark Street is classified as a local street in the City's General Plan. It is located north of Ramona Boulevard and largely just outside the Specific Plan area. It is a two-lane street with on-street parking permitted on the north side but not on the south side of the street. Left turn lanes are not provided at intersections.

Big Dalton Avenue: Big Dalton Avenue is classified as a local street in the City's General Plan. It is located south of Ramona Boulevard and outside the Specific Plan area. It is a two-lane street with on-street parking permitted on the both sides of the street.

2.2 Study Intersections

A total of sixteen study intersections were identified, in conjunction with City of Baldwin Park staff, for inclusion in the traffic analysis. The analyzed locations are shown in Figure 2.1 and correspond to locations where potential traffic impacts from the Project are most likely to occur. All of these intersections are signalized except for the intersection of Pacific Avenue & Bogart Avenue which is minor street stop-controlled. The existing lane configurations for these sixteen analyzed intersections are shown in Figure 2.2. The intersections identified for analysis are as follows:

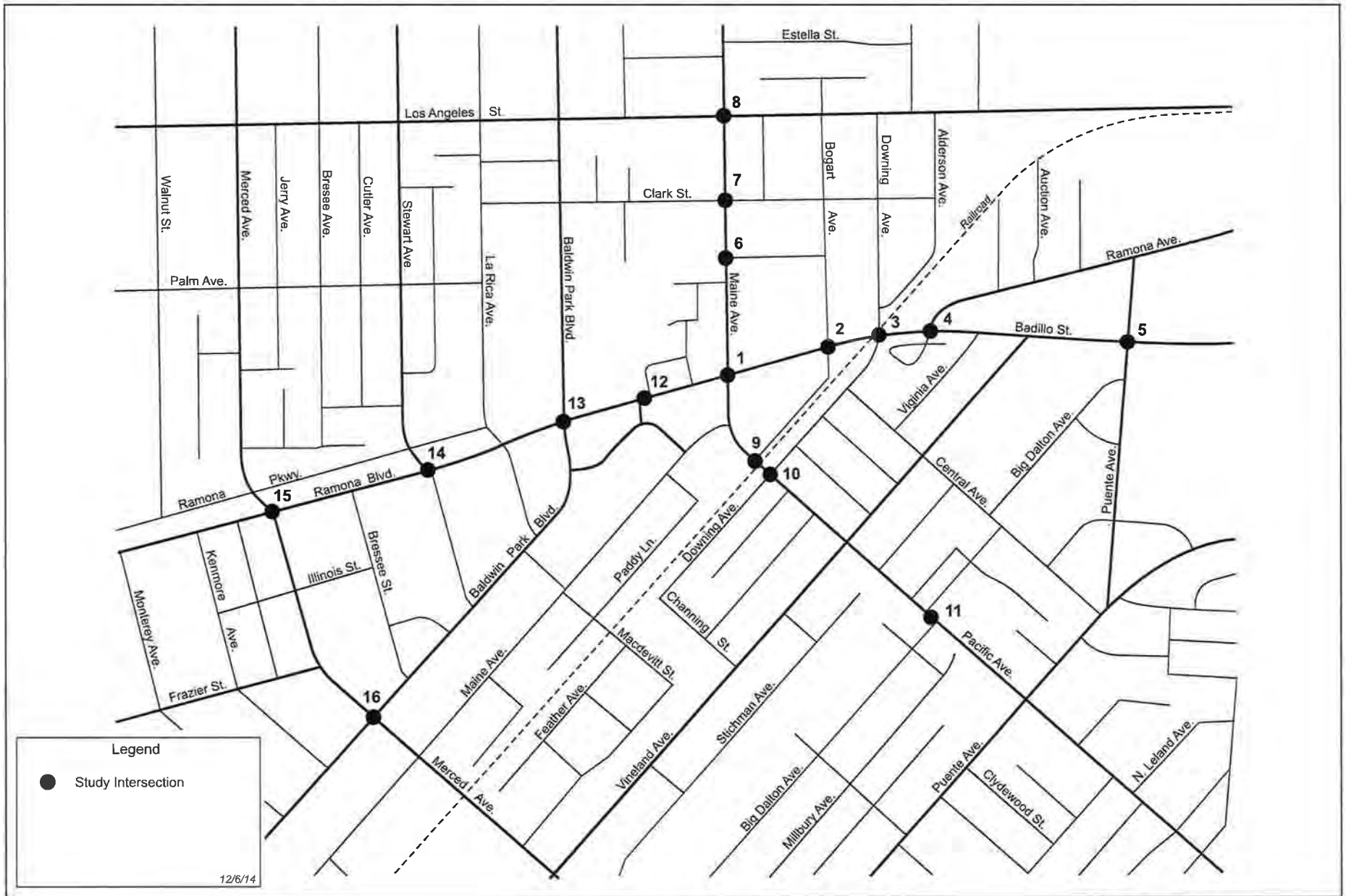


Figure 2.1
Analyzed Intersections

Baldwin Park Downtown Specific Plan

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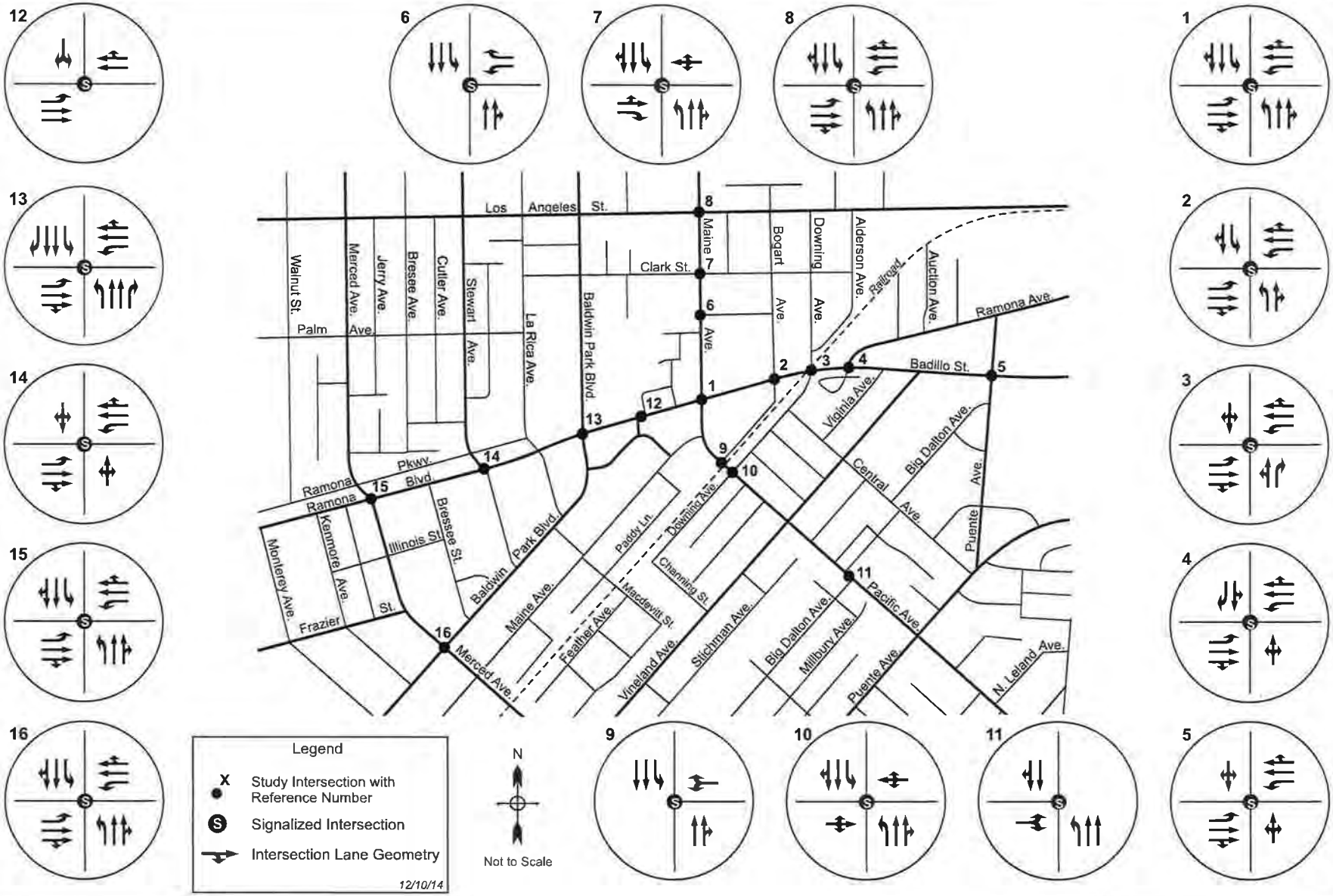


Figure 2.2
Configuration of Analyzed Intersections

Old Town La Verne Parking Study

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1. Ramona Boulevard & Maine Avenue
2. Ramona Boulevard & Bogart Avenue
3. Ramona Boulevard & Downing Avenue
4. Ramona Boulevard & Badillo Street
5. Badillo Street & Puente Avenue
6. Maine Avenue & Palmrose Street
7. Maine Avenue & Clark Street
8. Maine Avenue & Los Angeles Street
9. Pacific Avenue & Bogart Avenue
10. Pacific Avenue & Downing Avenue
11. Pacific Avenue & Big Dalton Avenue
12. Ramona Boulevard & Cesaer Chavez Drive
13. Ramona Boulevard & Baldwin Park Boulevard
14. Ramona Boulevard & Stewart Avenue
15. Ramona Boulevard & Merced Avenue
16. Merced Avenue & Baldwin Park Boulevard

2.3 Existing Intersection Conditions

Existing Traffic Volumes

New traffic counts were conducted for all of the analyzed intersections for both AM and PM peak periods (between 7:00am and 9:00am and between 4:00pm and 6:00pm) in October of 2014. The existing peak hour traffic volumes are illustrated in Figures 2.3 and 2.4 for the AM and PM peak hours respectively (highest volume hours within the peak periods). The AM peak hour in the area is generally between 7:15am and 8:15am, and the PM peak hour is generally between 5:00pm and 6:00pm.

Level of Service Methodology

Level of service (LOS) is a qualitative measure used to describe the condition of traffic flow, ranging from excellent conditions at LOS A to overloaded conditions at LOS F, with each level defined by a range of volume/capacity (V/C) ratios. Table 2.1 defines the ranges of V/C ratios and their corresponding levels of service for signalized intersections.

Intersection Level of Service was analyzed at the signalized intersections using the Intersection Capacity Utilization (ICU) method (the City's standard methodology). The ICU method compares the peak hour volume of traffic at an intersection to the traffic volume the intersection is able to carry under ideal conditions (the capacity), and defines a volume to capacity (V/C) ratio for the intersection as a whole, which is then related to level of service.

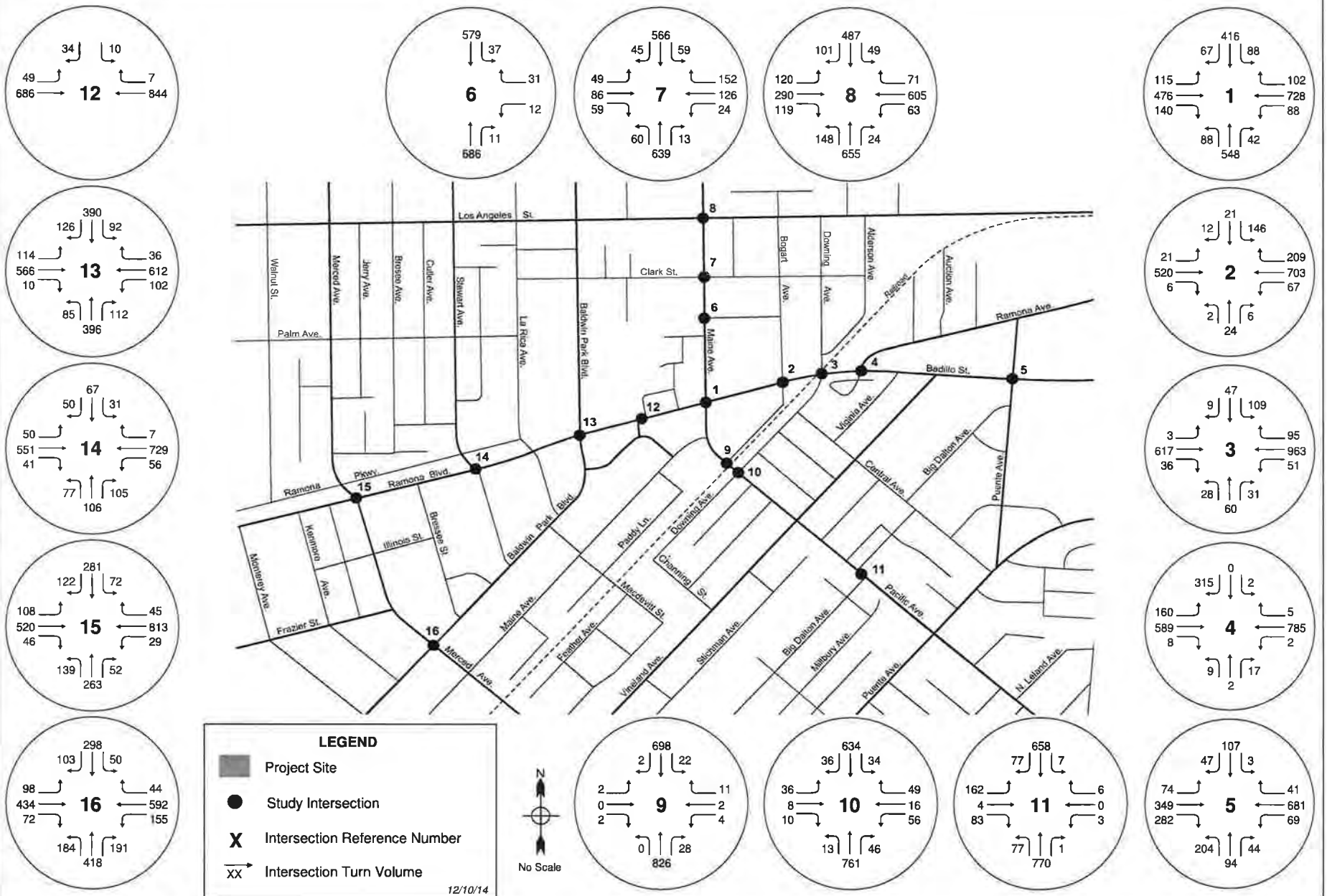


Figure 2.3
Existing Traffic Volumes - AM Peak Hour

Baldwin Park Downtown Specific Plan

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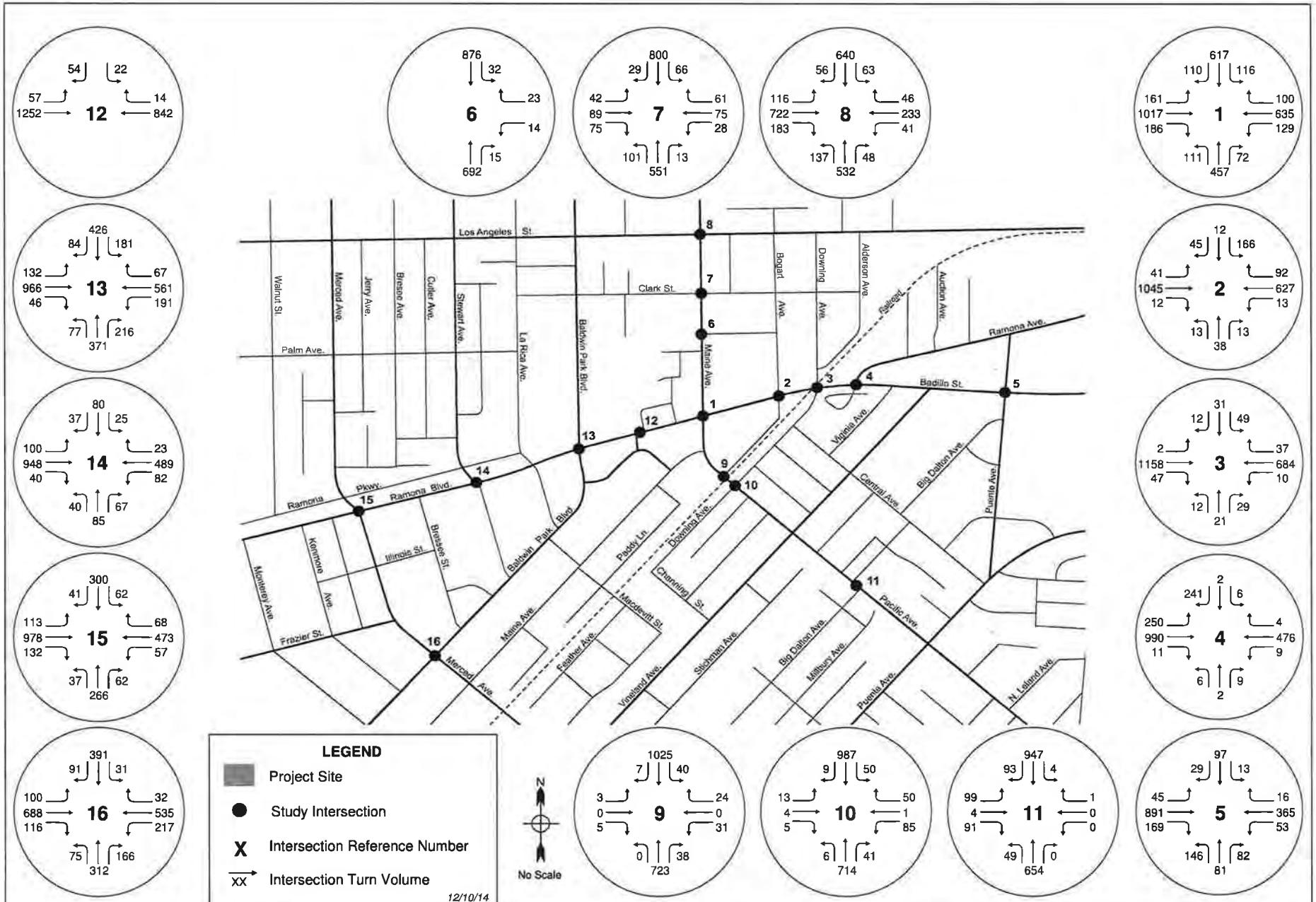


Figure 2.4
Existing Traffic Volumes - PM Peak Hour

Table 2.1 Level of Service Definitions for Signalized Intersections

Level of Service	Description	Volume to Capacity Ratio
A	Excellent operation. All approaches to the intersection appear quite open, turning movements are easily made, and nearly all drivers find freedom of operation.	<0.600
B	Very good operation. Many drivers begin to feel somewhat restricted within platoons of vehicles. This represents stable flow. An approach to an intersection may occasionally be fully utilized and traffic queues start to form.	0.601 – 0.700
C	Good operation. Occasionally drivers may have to wait for more than 60 seconds, and backups may develop behind turning vehicles. Most drivers feel somewhat restricted.	0.701 – 0.800
D	Fair operation. Cars are sometimes required to wait for more than 60 seconds during short peaks. There is no long-standing traffic queues. This level is typically associated with design practice for peak periods.	0.801 – 0.900
E	Poor operation. Some long-standing vehicular queues develop on critical approaches to intersections. Delays may be up to several minutes.	0.901 – 1.000
F	Forced flow. Represents jammed conditions. Backups from locations downstream or on the cross street may restrict or prevent movement of vehicles out of the intersections approach lanes; therefore, volumes carried are not predictable. Potential for stop-and-go type traffic flow.	Over 1.001

Source: *Highway Capacity Manual*, Special Report 209, Transportation Research Board, Washington, D.C., 1985 and *Interim Materials on Highway Capacity*, MCHRP Circular 212, 1982.

The unsignalized intersections were evaluated following the methodology for analyzing unsignalized intersections as defined in the 2000 Highway Capacity Manual (Transportation Research Board, HCM 2000). In contrast to signalized intersections, where all approaches to the intersection must stop at a red light and wait for the next green light, at stop-controlled intersections only the minor street traffic controlled by the stop sign is required to stop (at two-way stop intersections). Through traffic movements on the major street do not stop, and turning movements from the major street must stop only if there is conflicting traffic approaching in the opposite direction. At all-way stop intersections, all approaches have to stop. Table 2-2 illustrates the level of service definitions for unsignalized intersections.

Table 2.2 Level Of Service Definitions For Unsignalized Intersections

Level of Service	Average Control Delay (seconds/veh)
A	0 to 10
B	>10 to 15
C	>15 to 25
D	>25 to 35
E	>35 to 50
F	> 50

Source: Transportation Research Board, *Highway Capacity Manual*, HCM 2000, 2000.

Existing Peak Hour Levels of Service

Table 2.3 summarizes the existing AM and PM peak hour V/C ratios and corresponding levels of service at the analyzed intersections. These are also shown graphically in Figure 2.5.

AM Peak Hour

All of the studied intersections currently operate at LOS B or better during the AM peak hour except for the unsignalized intersection of Pacific Avenue & Bogart Avenue, which operates at LOS C.

PM Peak Hour

All of the studied intersections currently operate at LOS D or better during the PM peak hour except for the unsignalized intersection of Pacific Avenue & Bogart Avenue, which operates at LOS E.

Table 2.3 Existing Conditions - Intersection Level of Service

No.	Intersection	AM Peak Hour		PM Peak Hour	
		V/C or (Delay)	LOS	V/C or (Delay)	LOS
1	Ramona Boulevard & Maine Avenue	0.671	B	0.853	D
2	Ramona Boulevard & Bogart Avenue	0.508	A	0.574	A
3	Ramona Boulevard & Downing Avenue	0.556	A	0.548	A
4	Ramona Boulevard & Badillo Street	0.649	B	0.574	A
5	Badillo Street & Puente Avenue	0.597	A	0.666	B
6	Maine Avenue & Palmrose Street	0.360	A	0.382	A
7	Maine Avenue & Clark Street	0.560	A	0.551	A
8	Maine Avenue & Los Angeles Street	0.662	B	0.712	C
9	Pacific Avenue & Bogart Avenue [1]	(20.4)	C	(36.0)	E
10	Pacific Avenue & Downing Avenue	0.472	A	0.508	A
11	Pacific Avenue & Big Dalton Avenue	0.535	A	0.577	A
12	Ramona Boulevard & Cesar Chavez Drive	0.424	A	0.539	A
13	Ramona Boulevard & Baldwin Park Boulevard	0.555	A	0.784	C
14	Ramona Boulevard & Stewart Avenue	0.561	A	0.596	A
15	Ramona Boulevard & Merced Avenue	0.648	B	0.624	B
16	Merced Avenue & Baldwin Park Boulevard	0.595	A	0.684	B

Note:

1. Unsignalized intersection.

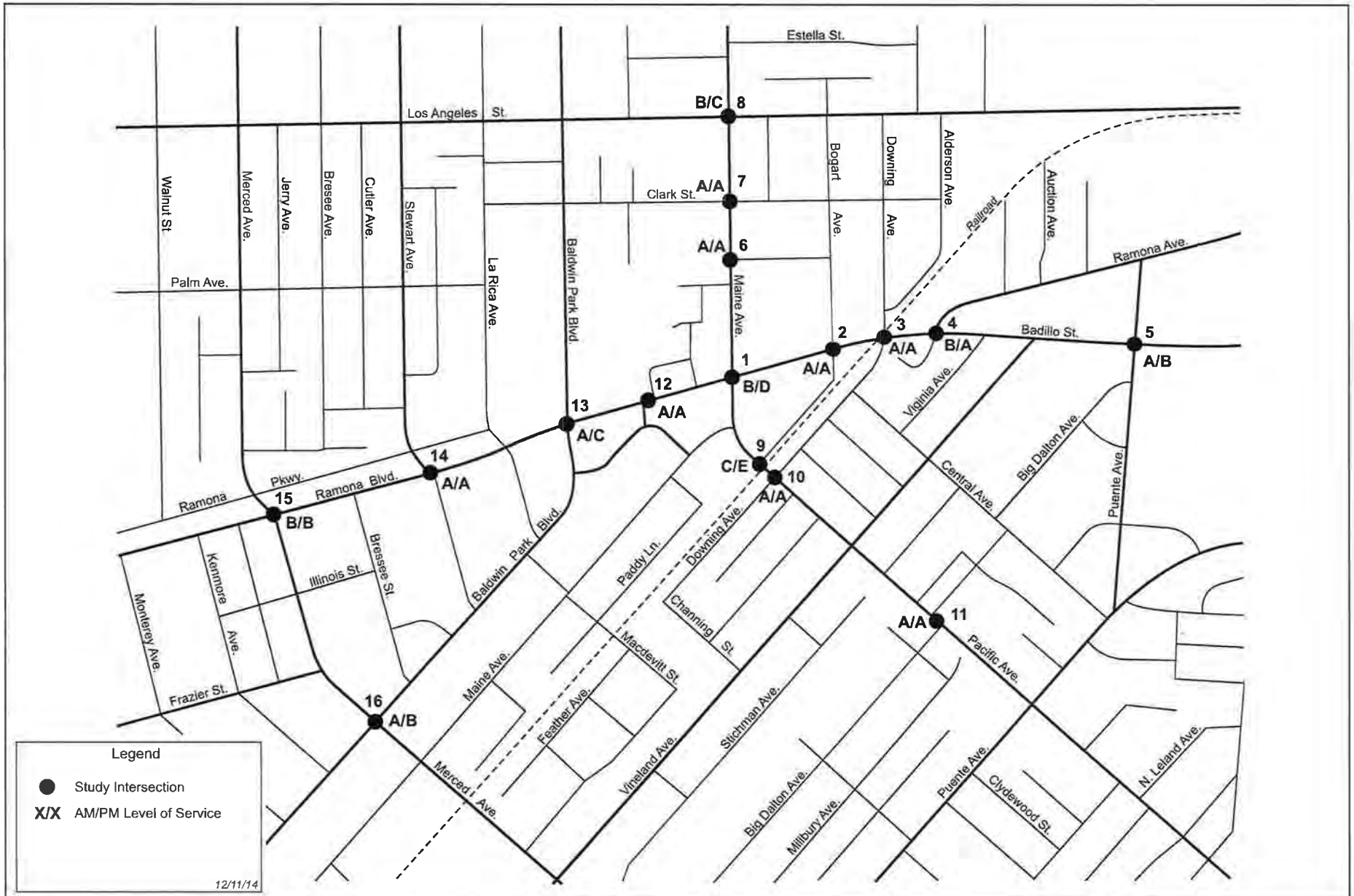


Figure 2.5
Existing Intersection Levels of Service

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2.4 Existing Transit Service

The Specific Plan area is served by a total of six transit routes, of which one is a Metro bus route, three are Foothill Transit routes, and two are Baldwin Parking Transit routes (the local Baldwin Park service). All of these routes have stops close to or nearby the Baldwin Park Metrolink station. Figure 2.6 and 2.7 shows the existing transit services in the Specific Plan area. The Specific Plan area is also served by the Baldwin Park Metrolink Station.

Metrolink

The Baldwin Park Station is served by the Metro San Bernardino Line, which runs between Downtown Los Angeles and San Bernardino. The San Bernardino Line operates between approximately 4:00am and 12:30am, and until about 1:00am on weekend nights. It operates around every 16-25 minutes during weekday peak periods and at about 60 minutes on weekends. Some express trains pass through this station but do not stop.

Metro Buses

Metro Local 190/194 runs between Cal Poly Pomona and El Monte Metrolink station, and runs along Ramona Boulevard through the Specific Plan area. It operates at about 10-25 minute headways during weekday peak periods and at 20-60 minute headways on weekends.

Foothill Transit Buses

Foothill Transit 178 runs between Puente Hills Mall and El Monte Metrolink station. It runs along Baldwin Park Boulevard and Ramona Boulevard between Baldwin Park Boulevard and Downing Avenue. Foothill Transit 178 has a stop next to the Baldwin Park Metrolink station.

It operates at about 10-25 minute headways during weekday peak periods and at 20-60 minute headways on weekends.

Foothill Transit 272 runs between Duarte and West Covina. It runs along Baldwin Park Boulevard and Ramona Boulevard between Baldwin Park Boulevard and Downing Avenue. Foothill Transit 272 has a stop next to the Baldwin Park Metrolink station. It operates at about 10-25 minute headways during weekday peak periods and at 20-60 minute headways on weekends.

Foothill Transit 274 runs between the Baldwin Park Metrolink station and Whittier. It runs along Pacific Avenue and Ramona Boulevard between Maine Avenue and Downing Avenue. Foothill Transit 274 has a stop next to the Baldwin Park Metrolink station. It operates at about 10-25 minute headways during weekday peak periods and at 20-60 minute headways on weekends.

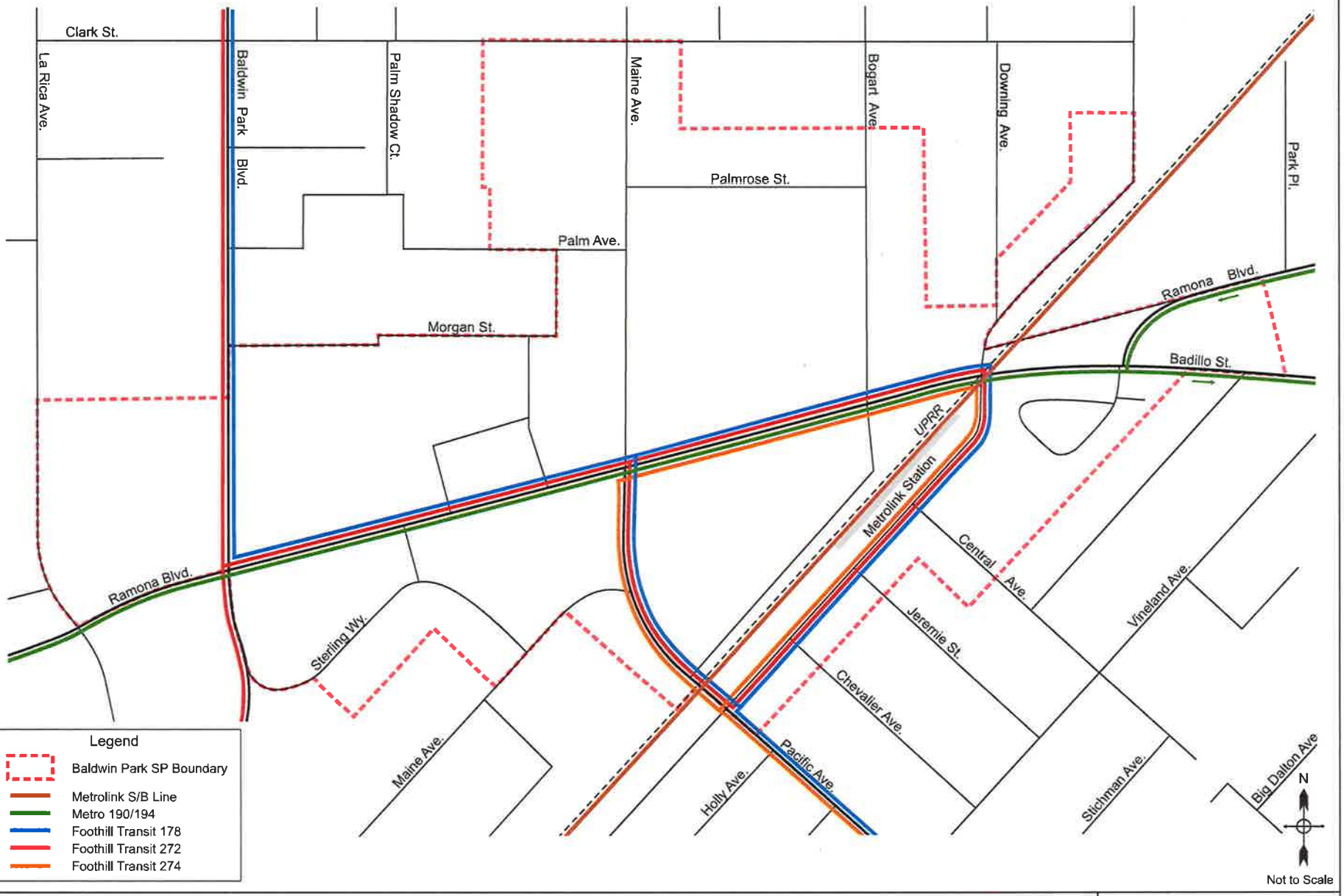


Figure 2.6
Existing Transit - Regional Lines

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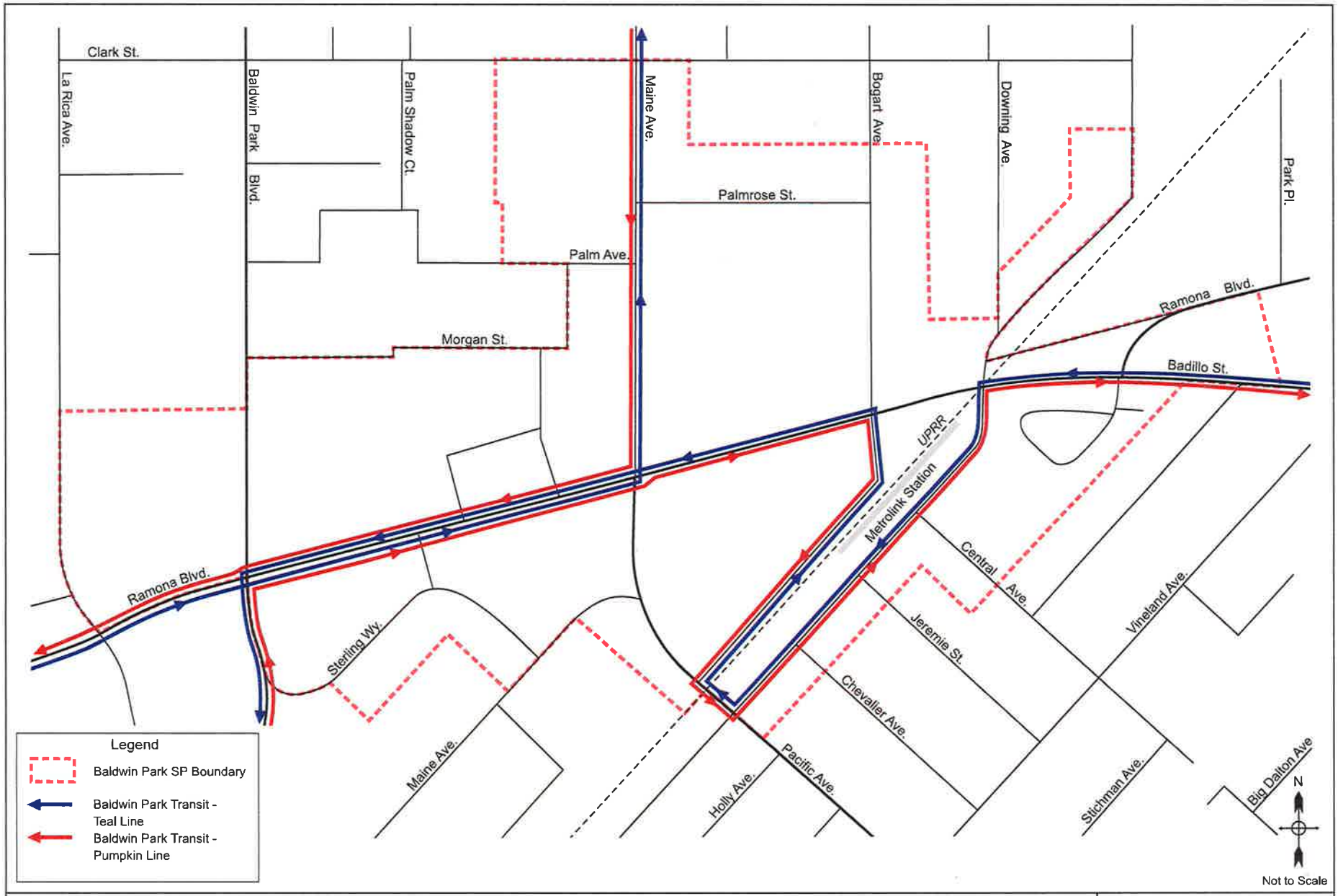


Figure 2.7
Existing Transit - Baldwin Park Transit

Baldwin Park Downtown TOD Specific Plan

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The Baldwin Park Transit Shuttle

The Baldwin Park Transit shuttle is a circulator bus that provides access to various points in Baldwin Park. It runs Mondays - Fridays from 6:00am to 7:00pm, on Saturdays from 8:00am to 5:00pm, and on Sundays from 9:00am to 4:00pm. The service is operated with approximately 27-minute headways on weekdays and around 35-minute headways on weekends, with an 80-cent one-way fare.

There are currently two routes: the regular route and the special route. The special route is identical to the regular routes except that it takes shortcuts on Frazier Street, Center Street and Olive Street. In the Specific Plan area, these two routes are exactly same, as shown in Figure 2.7.

There are currently two lines on both regular and special routes: the Teal Line and the Pumpkin Line. The Teal line runs counter-clock wise and the Pumpkin line runs clock wise. Some major locations served on the routes within the Specific Plan area are Ramona Boulevard, the Metrolink Station, Morgan Park, and Maine Park Plaza.

3. Future Conditions Without The Project

3.1 Traffic Forecasts

In order to evaluate the potential traffic impacts of the proposed project, it was necessary to first estimate and analyze future traffic conditions without the project. The year selected for this analysis was 2035, which is the Specific Plan horizon year.

Because of the long-term horizon for the Specific Plan, future traffic forecasts were estimated primarily based on regional traffic forecasts. This approach assured consistency with the regional planning process. The source was the traffic growth forecast from the Los Angeles Congestion Management Plan, which projects an average 0.4% per annum traffic growth over the next twenty-one years for the part of Los Angeles County in which Baldwin Park is located. This represents a growth in traffic of 9% to the year 2035. Existing traffic volumes were thus increased by this 9% growth factor to obtain background 2035 traffic forecasts in the study area.

In general, these forecasts include all projected land use growth and transportation improvements in the region to 2035. However, there are specific currently known projects planned in the local Baldwin Park area that will affect local traffic volumes. A list of proposed development projects that are in construction, approved, or under formal planning consideration that could affect traffic conditions in the Project Area was prepared based on information obtained from a variety of sources including the City of Baldwin Park and the adjacent cities of Irwindale, El Monte, West Covina, and unincorportaed areas of Los Angeles County . Following this review a total of 18 projects were identified, as listed in Table 3.1, and their locations shown in Figure 3.1. These projects would generate a total of 2,670 vehicle trips in the A.M. peak hour and 5,542 trips in the P.M. peak hour. While the traffic from these projects could be considered to be included in the regional traffic forecasts, in order to prepare a conservative analysis and take into account the specific effects of these projects on the local roadway system, they were included in the analysis.

It should also be noted that, for purposes of preparing a conservative worst case analysis, no potential street improvements or transportation mitigation measures that might be associated with any of the related projects were included in the future conditions traffic analysis.

Project Trip Generation and Distribution

Trip generation estimates for the related projects were prepared, as shown in Table 3.1. These were generally taken from the environmental and/or traffic studies prepared for the individual projects. Where the information was not available from previous reports, the trip generation



Figure 3.1
Related Project Locations

Baldwin Park Downtown Specific Plan

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Table 3.1 Related Project and Trip Estimations

Project #	Project Name	Location / Address	Project Description		Daily Trips	AM Peak Hour			PM Peak Hour		
						In	Out	Total	In	Out	Total
1	DC Corp. Project	4820-4828 Fortin Street	10 DU	SFH	95	2	6	8	6	4	10
2	LA Fitness	8555-018-002 and 8555-018-003 (Oval Site--Garvey Avenue)	45,000 sf 9,000 sf	Private recreational Facility retail/restaurant building	1,866	38	34	72	107	85	192
3	Kennan Center Specific Plan Modification	APN's: 8552-017-004, 068, 069, 070, 071, 072, 073, 074, 075, 076, 077, and 078	51 DU	SFH	486	10	28	38	32	19	51
4	Ramona Condominium Project	13226-13230 Ramona Blvd.	13 DU	Condominium	76	1	5	6	5	2	7
5	Littlejohn Industrial Building	4720 Littlejohn St.	16,133 sf	Warehouse	57	4	1	5	1	4	5
6	Heintz Warehouse	5014 Heintz St.	1,500 sf	Warehouse	5	0	0	0	0	0	0
7	ROEM Project	14412, 14426 and 14436 Ramona Blvd.	71 DU 5,900 sf	Condominium commercial/retail/restaurant	665	9	28	37	36	23	59
8	La Rica Condos	4142-4144 La Rica Avenue	8 DU	Condominium	46	1	3	4	3	1	4
9	Cesar's Project	3726 Puente Avenue 5052 Lante Ave.	4 DU 10,546 sf 936 sf	Condominium Warehouse Office	71	3	3	6	2	4	6
10	Residential Project	4143 Downing Ave.	2 DU	Condominium	12	0	1	1	1	0	1
11	Mixed Use Project	14911 Pacific Avenue	4 DU 5000 sf	Condominium Retail	237	3	4	7	10	11	21
12	Mixed Use Project	301 S Glendora Avenue	450 DU 20,000 sf	Residential Commercial	2,493	145	53	198	99	194	293
13	Residential Project	1611-1773 W San Bernardino Road	135 DU	Townhomes	784	10	49	59	47	23	70
14	Mixed Use Project	Mid-block Walnut Creek Pkwy b/w Vincent Ave and Glendora Ave	68 DU 4,995 sf	Residential Commercial	608	8	27	35	32	22	54
15	Flair Spectrum	southwest corner of Flair Drive & Rio Hondo Ave	640,000 sf 50,000 sf 250 Rooms 600 DU	Retail Restaurant Hotel Condominium	21,317	377	348	725	757	659	1,416
16	Irwindale Regional Shopping Center	500 Speedway Drive	700,000 sf Existing Speedway	Shopping center demolish	29,890	417	255	672	1,247	1,350	2,597
17	Irwindale Materials Recovery and Transfer Station	2200 Arrow Hwy		material recovery facility and transfer station	8,333	350	314	664	336	328	664
18	Olive Pit Mining & Recalmation Project	bound by Olive St, Azusa Canyon Road, Los Angeles Street, and North Park Ave & Phelan Ave	190 acres		866	72	61	133	45	47	92
Total					67,907	1,450	1,220	2,670	2,766	2,776	5,542

was estimated using trip rates in *Trip Generation – 9th Edition (Institute of Transportation Engineers, 2012).* Similarly, trip distribution estimates were also taken from previous studies where available or were estimated based on an understanding of the type of the project, its location, and the downtown roadway and circulation system.

As shown in Table 3.1, the related projects would generate a total of about 2,670 vehicle trips in the AM peak hour and about 5,542 vehicle trips in the PM peak hour. It should be noted that because of the large geographic distribution of these projects, that not all of these trips would travel through the study area and traverse the study intersections.

Future Traffic Forecasts for 2017 Without Project Condition

The trip estimates shown in Table 3.1 were then added to the roadway network and combined with existing volumes and ambient traffic growth (described earlier) to provide forecasts of future traffic conditions in the study area in 2035, for both the AM and PM peak periods, representing the Future Without Project conditions.

The Future Without Project peak hour traffic volumes are illustrated in Figures 3.2 and 3.3 for the AM and PM peak hours respectively.

3.2 Future Base Transportation System Improvements

The only transportation system improvement in the local area that is approved and fully funded to occur prior to the completion year of the Specific Plan is the installation of a new traffic signal at the intersection of Pacific Avenue and Bogart Avenue. This improvement was assumed in the base transportation network for future year analyses.

3.3 Future Intersection Conditions

Future Without Project Intersection Level of Service

Table 3.2 and 3.3 summarizes the intersection levels of service calculated for the Future Without Project conditions, and also provides a comparison to existing conditions. Figure 3.4 illustrates these levels of service.

AM Peak Hour

All studied intersections would operate at LOS C or better during the AM peak hour, and many would operate at LOS A or B.

PM Peak Hour

All studied intersections would operate at LOS D or better during the PM peak hour, with the exception of one intersection (Ramona Boulevard & Maine Avenue) that would operate at LOS E.



Figure 3.2
Future Without Project Traffic Volumes - AM Peak Hour

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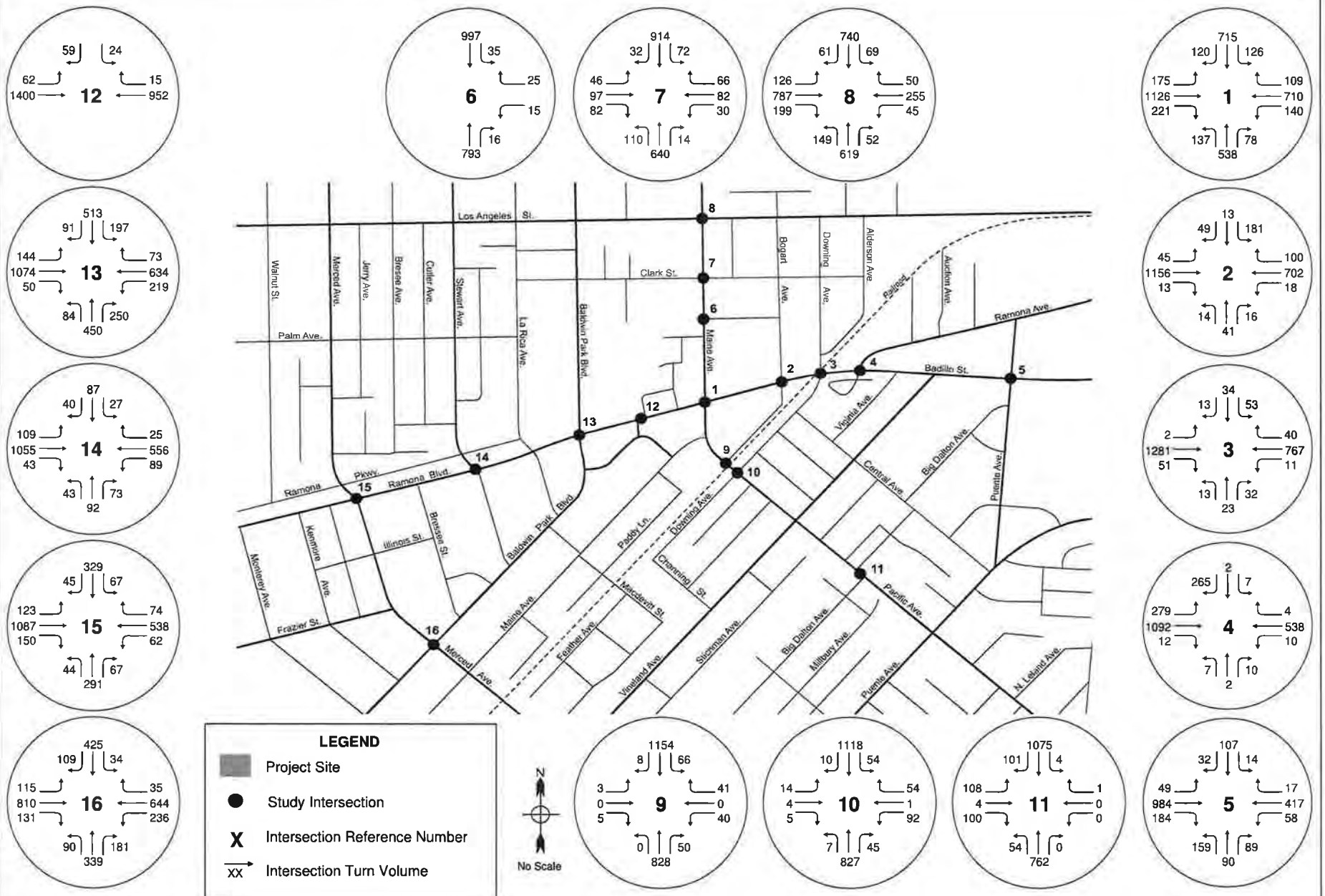


Figure 3.3
Future Without Project Traffic Volumes - PM Peak Hour

Table 3.2 Future Without Project Conditions
Intersection Level of Service - AM Peak Hour

No.	Intersection	Existing Conditions		Future Without Project Conditions	
		V/C or (Delay)	LOS	V/C	LOS
1	Ramona Boulevard & Maine Avenue	0.671	B	0.732	C
2	Ramona Boulevard & Bogart Avenue	0.508	A	0.550	A
3	Ramona Boulevard & Downing Avenue	0.556	A	0.600	A
4	Ramona Boulevard & Badillo Street	0.649	B	0.706	C
5	Badillo Street & Puente Avenue	0.597	A	0.644	B
6	Maine Avenue & Palmrose Street	0.360	A	0.390	A
7	Maine Avenue & Clark Street	0.560	A	0.607	B
8	Maine Avenue & Los Angeles Street	0.662	B	0.717	C
9	Pacific Avenue & Bogart Avenue [1]	(20.4)	C	0.443	A
10	Pacific Avenue & Downing Avenue	0.472	A	0.510	A
11	Pacific Avenue & Big Dalton Avenue	0.535	A	0.581	A
12	Ramona Boulevard & Cesar Chavez Drive	0.424	A	0.461	A
13	Ramona Boulevard & Baldwin Park Boulevard	0.555	A	0.600	A
14	Ramona Boulevard & Stewart Avenue	0.561	A	0.606	B
15	Ramona Boulevard & Merced Avenue	0.648	B	0.705	C
16	Merced Avenue & Baldwin Park Boulevard	0.595	A	0.663	B

Note:

1. Unsignalized intersection in Existing conditions; .
   signalized intersection in Future Without Project conditions.

Table 3.3 Future Without Project Conditions
Intersection Level of Service - PM Peak Hour

No.	Intersection	Existing Conditions		Future Without Project Conditions	
		V/C or (Delay)	LOS	V/C	LOS
1	Ramona Boulevard & Maine Avenue	0.853	D	0.955	E
2	Ramona Boulevard & Bogart Avenue	0.574	A	0.625	B
3	Ramona Boulevard & Downing Avenue	0.548	A	0.594	A
4	Ramona Boulevard & Badillo Street	0.574	A	0.622	B
5	Badillo Street & Puente Avenue	0.666	B	0.721	C
6	Maine Avenue & Palmrose Street	0.382	A	0.427	A
7	Maine Avenue & Clark Street	0.551	A	0.604	B
8	Maine Avenue & Los Angeles Street	0.712	C	0.779	C
9	Pacific Avenue & Bogart Avenue [1]	(36.0)	E	0.515	A
10	Pacific Avenue & Downing Avenue	0.508	A	0.558	A
11	Pacific Avenue & Big Dalton Avenue	0.577	A	0.634	B
12	Ramona Boulevard & Cesar Chavez Drive	0.539	A	0.589	A
13	Ramona Boulevard & Baldwin Park Boulevard	0.784	C	0.867	D
14	Ramona Boulevard & Stewart Avenue	0.596	A	0.646	B
15	Ramona Boulevard & Merced Avenue	0.624	B	0.680	B
16	Merced Avenue & Baldwin Park Boulevard	0.684	B	0.765	C

Note:

1. Unsignalized intersection in Existing conditions;
   signalized intersection in Future Without Project conditions.

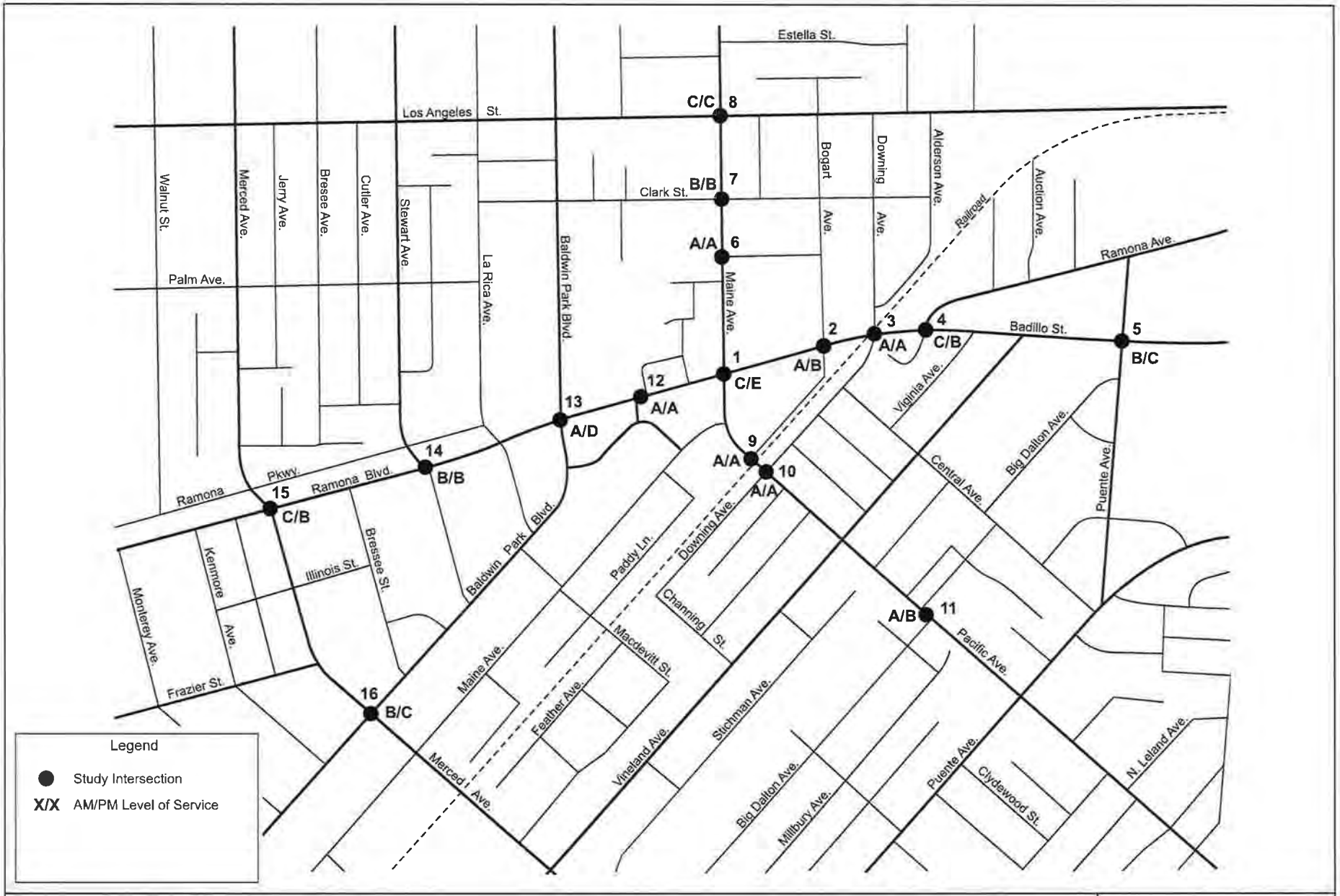


Figure 3.4
Future Without Project Intersection Levels of Service

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4. Future With Project Conditions

This section of the report describes the transportation characteristics of the proposed project (the Specific Plan) and documents the analysis of potential project traffic impacts in the study area.

4.1 Project Transportation Characteristics

4.1.1 Transportation Systems

The following discussion summarizes the key provisions of the City of Baldwin Park Downtown TOD Specific Plan with respect to transportation. Full details are provided in Chapter 6 of the Specific Plan document.

The Plan takes advantage of the central location of the Metrolink Station and emphasizes a multimodal approach to circulation – to afford convenient access to and circulation within the area for all transportation modes. Consistent with the City's policies for Complete Streets[1], the Plan is intended to provide not only effective auto circulation, but also choices and opportunities for effective and convenient transit, pedestrian, and bicycle circulation. The Specific Plan therefore provides for a balance between all transportation modes in the Downtown.

Roadway System

The existing street system provides the basis for circulation by all modes, and will be maintained in its current configuration, with some minor changes designed to improve access, circulation, and walkability. Key access corridors to Downtown will continue to be Ramona Boulevard, Baldwin Park Boulevard, and Pacific Avenue. Key circulation streets within Downtown will continue to be Maine Avenue, Clark Street, Palm Avenue, Palmrose Street, Bogart Avenue, and Downing Avenue.

The Specific Plan envisions both Ramona Boulevard and Maine Avenue as Downtown Boulevards. These two streets will function as the Complete Streets spines of the Downtown. The Specific Plan identifies improvements intended to create a Grand Pedestrian boulevard along Ramona Boulevard in Downtown, which is intended to function as the Complete Street spine to the Downtown. The existing street width and number of traffic lanes will be retained. However the adjacent public right-of-way areas containing diagonal parking (the parking bays) will be reconfigured. One row of diagonal parking (closest to the street) will be removed, and the sidewalks widened. The row of diagonal parking adjacent to the buildings

[1] The City's Complete Streets policy establishes guiding principles and practices so transportation improvements are planned, designed, constructed, operated, and maintained to encourage walking, bicycling, and transit use while promoting safe operations for all users.

will be retained. This will create a wider and generous landscaped pedestrian way adjacent to the buildings while retaining convenient parking located next to the commercial land uses[1]. This will allow the creation of a grand pedestrian boulevard along the length of Ramona Boulevard.

The roadway classifications, the number of traffic lanes and the roadway lane configurations of streets will remain the same as today, with two exceptions.

- The section of Maine Avenue between Pacific Avenue and Sterling Way (opposite City Hall), will be vacated.

- Sterling Way will be realigned eastward at Ramona Boulevard from the current unsignalized tee-intersection to a four way signalized intersection with Cesar Chavez Drive. (The existing intersection of Ramona Boulevard & Cesar Chavez Drive is already signalized).

These changes, shown in Figure 4.1, will simplify the local circulation in this area, and will allow the creation of an area west of City Hall for a new civic plaza and a potential development site. Access to all existing properties in the area will be maintained, including the provision of a new street to run at the rear of the commercial uses fronting on Ramona Boulevard between Maine Avenue and Sterling Way in order to maintain local access and deliveries. These changes will enhance pedestrian circulation in this area and simplify the currently complicated "double" intersection of Sterling Way and Cesar Chavez Drive into a single consolidated intersection.

Transit

Metrolink service will continue to operate service through the Specific Plan area, and the Metrolink Station will continue in operation at it current location. Regional bus transit routes will continue to serve the Specific Plan area, as well as serving the Metrolink Station directly. The Specific Plan will encourage and enhance accessibility to local and regional public transportation by improving connectivity to the Baldwin Park Metrolink Station and other public transit providers, and adding pedestrian and transit amenities.

Bicycles

The Specific Plan Bicycle Network includes a combination of Class II and Class III facilities to provide a connected and integrated bicycle network in the downtown, and to connect downtown to the adjacent neighborhoods.

[1] Approximately 150 parking spaces would be removed from Ramona Boulevard. As explained in the Specific Plan these would be accommodated elsewhere in the Specific Plan Area. The Specific Plan also identifies a potential new parking structure on Laurens Avenue. A structure of approximately 250 spaces was assumed at this location for analysis purposes, and it was assumed the removed Ramona spaces would be accommodated in the new structure.



Figure 4.1
Roadway Modification Concepts

Baldwin Park Downtown Specific Plan

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A Class II bicycle lane consists of a designated striped lane along the curb lane of a street or highway. The lane provides for one-way travel and is generally delineated with special striping and signage.

A Class III bicycle route is for shared use with pedestrians or more commonly motor vehicle traffic. Signs are posted which indicate that the road also serves as a bike route. While no special striping is provided for cyclists, there may be "sharrow" markings (representation of a bicycle) on the roadway to emphasize the shared use of the roadway lane.

The Specific Plan identities Class II facilities where feasible. However, on-street parking is also an important asset to the function and economic well-being of downtown, so where there is insufficient roadway width to stripe bicycle lanes and to retain on-street parking, a connected network is achieved through the designation of Class III Bike Streets.

The General Plan calls for Class II bicycle lanes on Ramona Boulevard and Baldwin Park Boulevard north of Ramona Boulevard, and Class III bicycle routes on Baldwin Park Boulevard south of Ramona Boulevard, Sterling Way, and Pacific Avenue. These are all retained in the Specific Plan.

The existing bike lane on Ramona Boulevard will be maintained and improved. The roadway will be restriped to retain the exiting two traffic lanes in each direction, but will be reconfigured to provide a wider bicycle lane (6' compared to the existing 4' lanes), the bicycle lane will be colored to provide greater visibility, and a 6' striped separation to the moving traffic lanes will be added. These modifications will enhance bicycle safety.

Bicycle Routes will be established on the following streets in the Specific Plan area: Baldwin Park Boulevard south of Ramona Boulevard, Sterling Way, and Pacific Avenue south of Maine Avenue (all as specified in the General Plan), as well as on Maine Avenue, Bogart Avenue, Downing Avenue south of Ramona Boulevard, and Central Avenue.

The provision of these bicycle facilities will not reduce the number of traffic lanes on any of the roadways in Downtown.

4.1.2 Land Uses

For the purposes of the EIR traffic analysis, land use forecasts were developed for the Specific Plan. These comprised land use types and quantities that could be added in the Specific Plan area and land use types and quantities that could be replaced (removed). A total of twenty geographic zones were identified and land use projections made for each zone. The land use forecasts are summarized in Table 4.1, by type of land use, and for the Specific Plan area as a whole.

Table 4.1. Baldwin Park Downtown Specific Plan - Land Use Summary

Land Use	Units	Existing	Future	Net Change
Residential-Apartments	DU	42	890	848
Single Family Residential	DU	59	42	-17
Public Facility	sf	910	910	0
Community Center	sf	55,173	55,173	0
Communication Facilities	sf	38,066	38,066	0
Industrial	sf	33,644	44,363	10,719
Manufacturing	sf	23,740	0	-23,740
Medical Office	sf	11,910	0	-11,910
Auto Repair	sf	10,701	0	-10,701
Office	sf	46,897	67,931	21,034
Government Office	sf	78,952	57,136	-21,816
Retail/Commercial	sf	576,545	853,369	276,824
Restaurant	sf	10,000	58,728	48,728
Totals				
Residential (DU's)		101	932	831
Non-Residential (sf)		886,538	1,175,676	289,138

The land use changes in the Specific Plan area would be mixed uses, consistent with the downtown environment and a transit oriented district around the rail station. In total the Specific Plan could accommodate approximately an additional 289,150 sq. ft. of commercial development and an additional 848 multi-family dwelling units.

A total of 68,200 sq. ft. of commercial and industrial uses could be removed in the Specific Plan area (including almost 24,000 sq. ft. of manufacturing uses) as well as 17 single family dwelling units.

4.1.3 Project Trip Generation and Distribution

Vehicular trip generation was estimated for the existing land uses and for the projected future land uses, to determine a net increase in trip generation. Trip generation from the project was estimated using trip rates from *Trip Generation Manual – 9th Edition* (Institute of Transportation Engineers, 2012). As described above, for purposes of traffic analysis, the Specific Plan area was divided into 20 geographic zones where redevelopment could occur. Potential changes in land uses were identified for 15 of these zones. However, ITE trip rates are for stand-alone land uses with negligible transit use. They were thus adjusted to be more representative of a local downtown environment and transit oriented district – where the proximity of land uses allows for some trips to be made by walking rather than driving, where some of the trips are between destinations within the downtown and thus do not leave the area, and where proximity to transit allows other trips to be made by transit.

Internal Trip Reduction (Trips Remaining within the Specific Plan Boundary)

Due to the mixed use nature of the Specific Plan land uses and the pedestrian-friendly small-block grid system layout, there would be interaction between the different land uses in the Specific Plan. For example, residents or employees living and/or working within the plan boundaries who visit a nearby retail or restaurant use would generally be within walking distance, and would not need to make a vehicle trip. Similarly, some visitors to downtown would visit several destinations and would not make separate driving trips to each use but would typically walk between nearby destinations.

Transit Trips

Because of the Specific Plan location mostly in a traditional downtown grid combined with a host of land uses within walking distance from the Metrolink station and with some bus transit readily available, a number of project trips are expected to be made by transit rather than private vehicle.

Adjustments

Certain adjustments to the trip generation rates were therefore made, in conjunction with City staff, to reflect the above conditions. These adjustments differed for existing and future conditions. Today, the land uses are lower density, and the downtown area is not very pedestrian friendly with a negligible amount of bicycling. In the future, with the Specific Plan, land use will be closer together and higher density – encouraging more walking between uses, and the pedestrian and bicycle oriented features of the Specific Plan will create a far more pedestrian friendly environment. In combination with the improved walking environment, the improved access to the Metrolink Station will encourage higher transit use.

The location and combination of land uses in each zone was evaluated to estimate reasonable estimates of the proportion of trips internal to the Specific Area and that would be made by walking, and of mode shares for transit. For existing conditions, trip rate reductions of 5% for commercial uses, 10% for residential uses, and 20% for convenience uses such as banks and fast food were applied for internal and walking trips, and reduction of 2% for transit use. For future projections with the Specific Plan, trip rate reductions of between 10% and 20% were made for internal and walking trips, and between 5% and 10% for future transit use. The trip rates and adjustments used are shown in Table A-1 in Appendix A. These adjustments are based on consideration of local and national research[1] and are considered to be conservative adjustments (in order to provide a conservative (worst case) traffic analysis). The proportion of total Specific Plan trip generation made by transit and walking and/or remaining internal to the Specific Plan area could in fact be higher, given the transit service in the area, the mixed residential/employment land uses in the Specific Plan, and the existing downtown grid street system that is conducive to walk trips. However for purposes of preparing a conservative environmental analysis, the conservatively low figures identified above were used.

Trip Generation Totals

There are existing uses within several blocks of the Specific Plan that would be replaced with future development/redevelopment. The trip generation calculations account for these existing trips which would no longer occur with Specific Plan buildout. Estimates were made of existing trip generation from the site based on the type and quantity of the existing uses. These existing trips were subtracted from the new trips to be generated from the Project to obtain the net number of new trips that would be generated by buildout of the Specific Plan Update.

As shown in Table 4.2, the Project would increase AM peak hour trips in the Specific Plan area from 1,611 to 1,943 trips, and would increase PM peak hour trips from 2,472 to 3,556

[1] Trip Generation Handbook, An ITE Recommended Practice. Appendix C. Summary of Literature on Mixed-Use Developments, March 2001, Institute of Transportation Engineers.
Mixing it Up. Jerry Walters and Reid Ewing, Urban Land, August 2008.
Trip Generation Handbook, An ITE Recommended Practice. Appendix B. Effect of Transportation Demand Management and Transit on Trip Generation, March 2001, Institute of Transportation Engineers.
TCRP Report 128. Effects of Transit Oriented Development on Housing Parking and Travel, Research Findings. Transit Cooperative Research Program Final Draft August 1, 2008.

Table 4.2. Trip Generation by Land Use

Land Use	Units	Existing			Future			Net Increment		
		AM	PM	Daily	AM	PM	Daily	AM	PM	Daily
Residential-Apartments	DU	19	23	246	355	425	4,187	336	402	3,941
Single Family Residential	DU	39	52	495	27	36	346	-12	-16	-149
Public Facility [1]	sf	0	0	0	0	0	0	0	0	0
Community Center	sf	113	151	1,866	113	151	1,866	0	0	0
Communication Facilities	sf	35	37	265	35	37	265	0	0	0
Industrial	sf	30	32	229	37	39	278	7	7	49
Manufacturing	sf	17	17	89	0	0	0	-17	-17	-89
Medical Office	sf	25	38	379	0	0	0	-25	-38	-379
Auto Repair	sf	35	43	429	0	0	0	-35	-43	-429
Office	sf	72	68	508	95	90	675	23	22	167
Government Office	sf	455	93	5,333	302	62	3,544	-153	-31	-1,789
Retail/Commercial	sf	724	1,849	21,797	770	2,389	26,963	46	540	5,166
Restaurant	sf	47	69	914	209	327	4,077	162	258	3,163
Total		1,611	2,472	32,550	1,943	3,556	42,201	332	1,084	9,651
Residential		58	75	741	382	461	4,533	324	386	3,792
Non-Residential		1,553	2,397	31,809	1,561	3,095	37,668	8	698	5,859

Note.

1. Public facility sq ft are restrooms. No vehicle trips generated.

trips. The Project would therefore generate a net total of 332 new vehicle trips in the AM peak hour and 1,084 new hour vehicle trips in the PM peak hour[1].

Trip Distribution

The likely distribution of project trips was identified based on the type of land uses in the project, the likely origins and destinations of project residents and visitors, and the characteristics of the street system in the area of the project. The distribution estimates were based largely on trip distribution information in the Los Angeles Congestion Management Program for the area of Baldwin Park (which are based on the distribution of population and employment in the broader region), as well as consideration of the more localized areas adjacent to the Specific Plan area. Separate trip distribution estimates were made for non-residential trips and for residential trips.

The distribution of peak hour vehicle trips from the Specific Plan Area is illustrated in Figure 4.2 for non-residential trips and in Figure 4.3 for residential trips.

4.2 Future Traffic Forecasts

Traffic generated by the Project was added to the Future Without Project traffic volumes to obtain future traffic volumes with the Project for both peak periods at each of the study intersections.

The total Future With Project conditions peak hour traffic volumes are illustrated in Figures 4.4 and 4.5 for the AM and PM peak hours.

4.3 Project Impacts

Significant Impact Thresholds

The City of Baldwin Park has established threshold criteria that determine if a project has a significant impact at signalized intersections. Under the City's guidelines a project impact would be considered significant if the LOS for an intersection is LOS F and the project related increase in the V/C ratio is equal to or greater than 0.010.

Project Impact Analysis - Future With Project Intersection Level of Service

The intersection level of service analysis for the Future With Project conditions is summarized in Table 4.3 for the AM peak hour and in Table 4.4 for the PM peak hour. These

[1] Trip calculations are shown in Appendix A-2 and A-3.

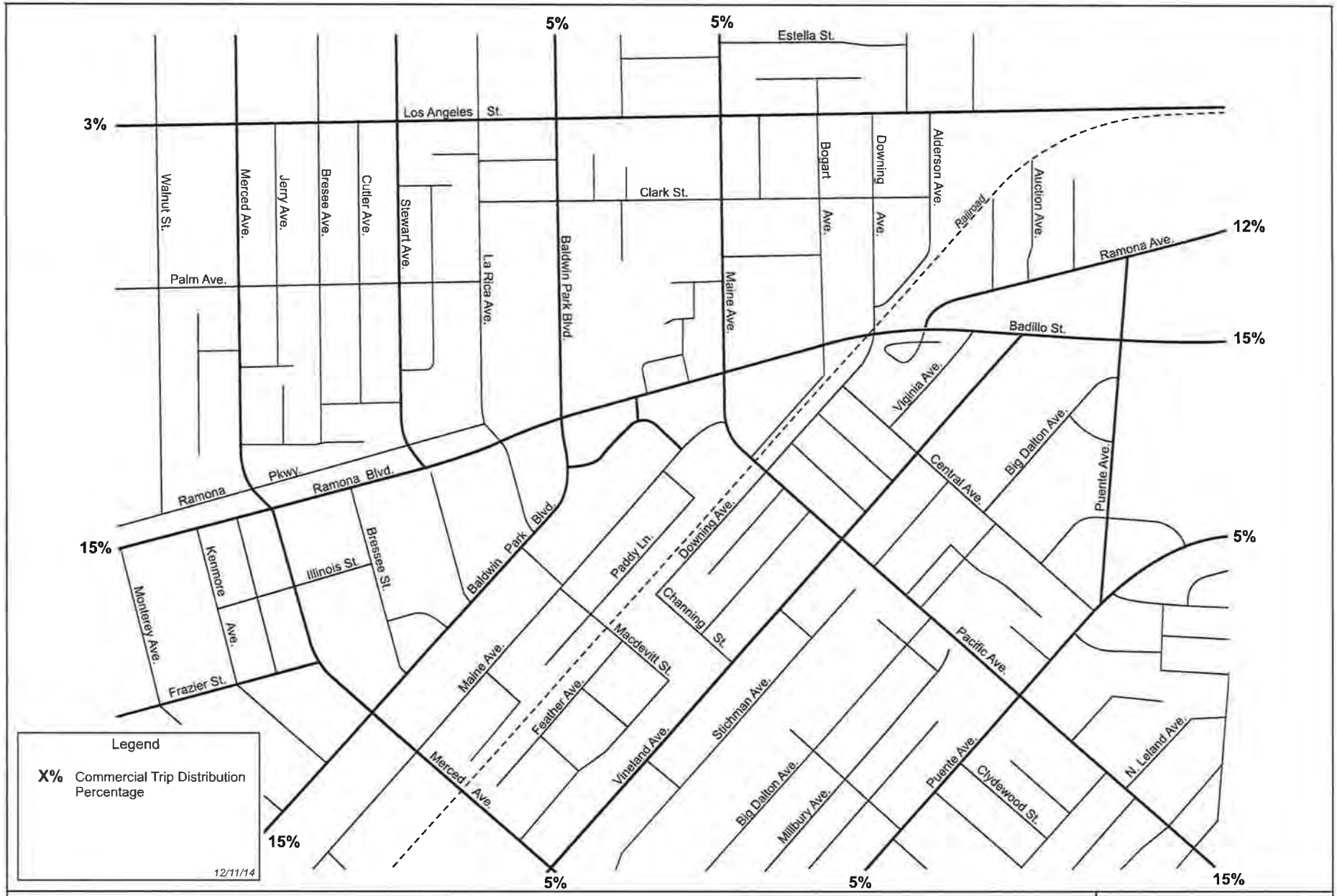


Figure 4.2
Commercial Trip Distribution

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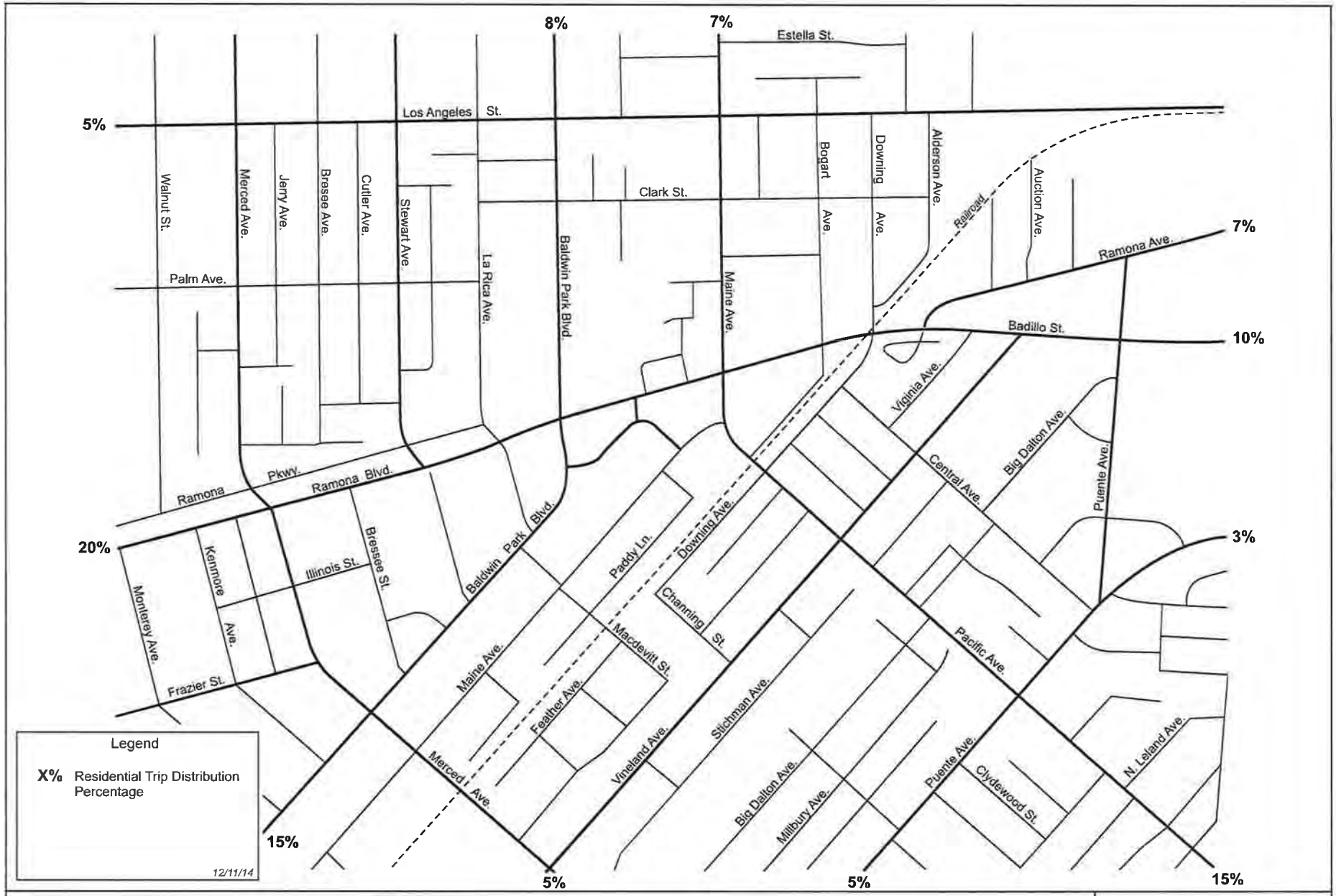


Figure 4.3
Residential Trip Distribution

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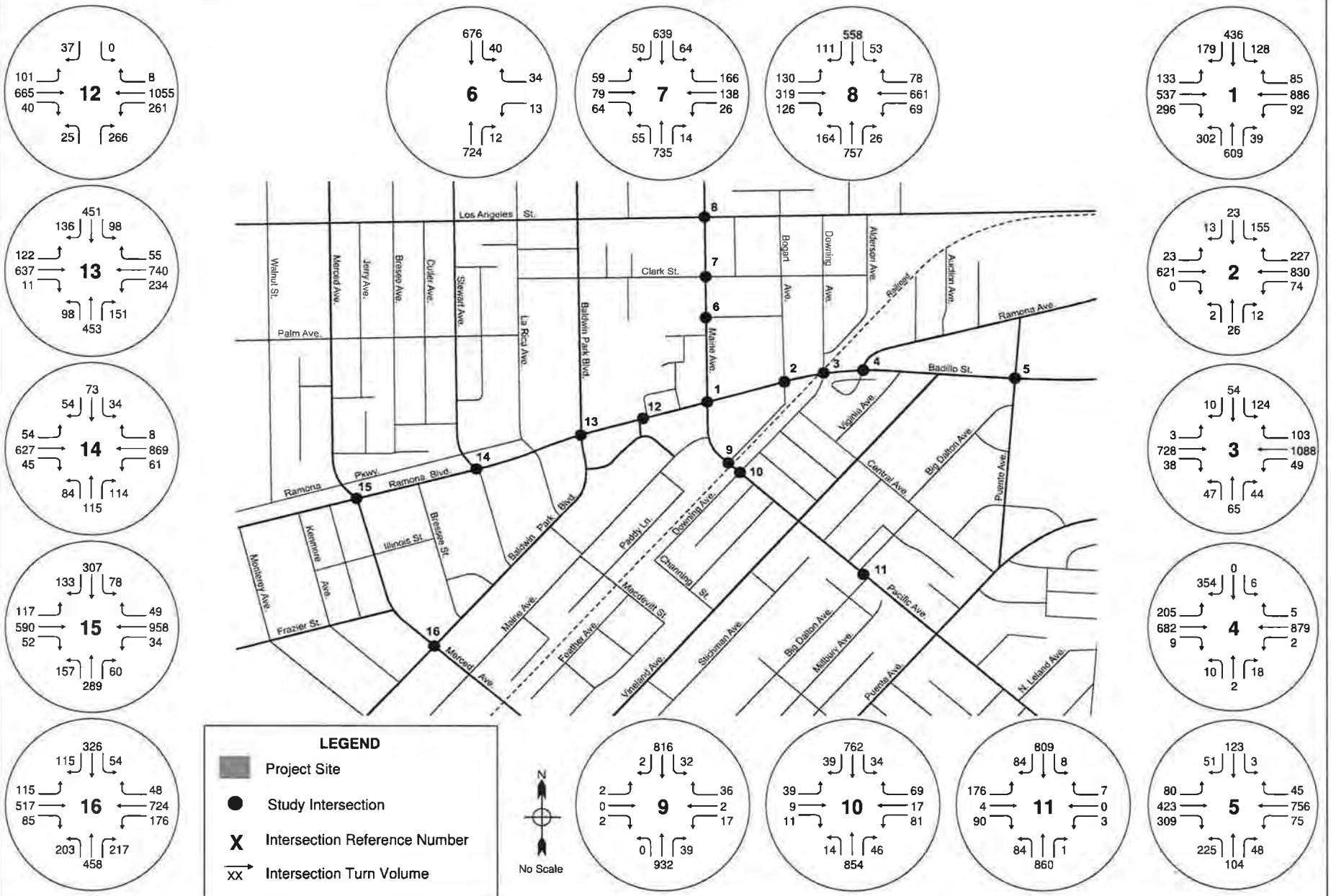


Figure 4.4
Future With Project Traffic Volumes - AM Peak Hour

Baldwin Park Downtown Specific Plan

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Transportation Strategies & Solutions

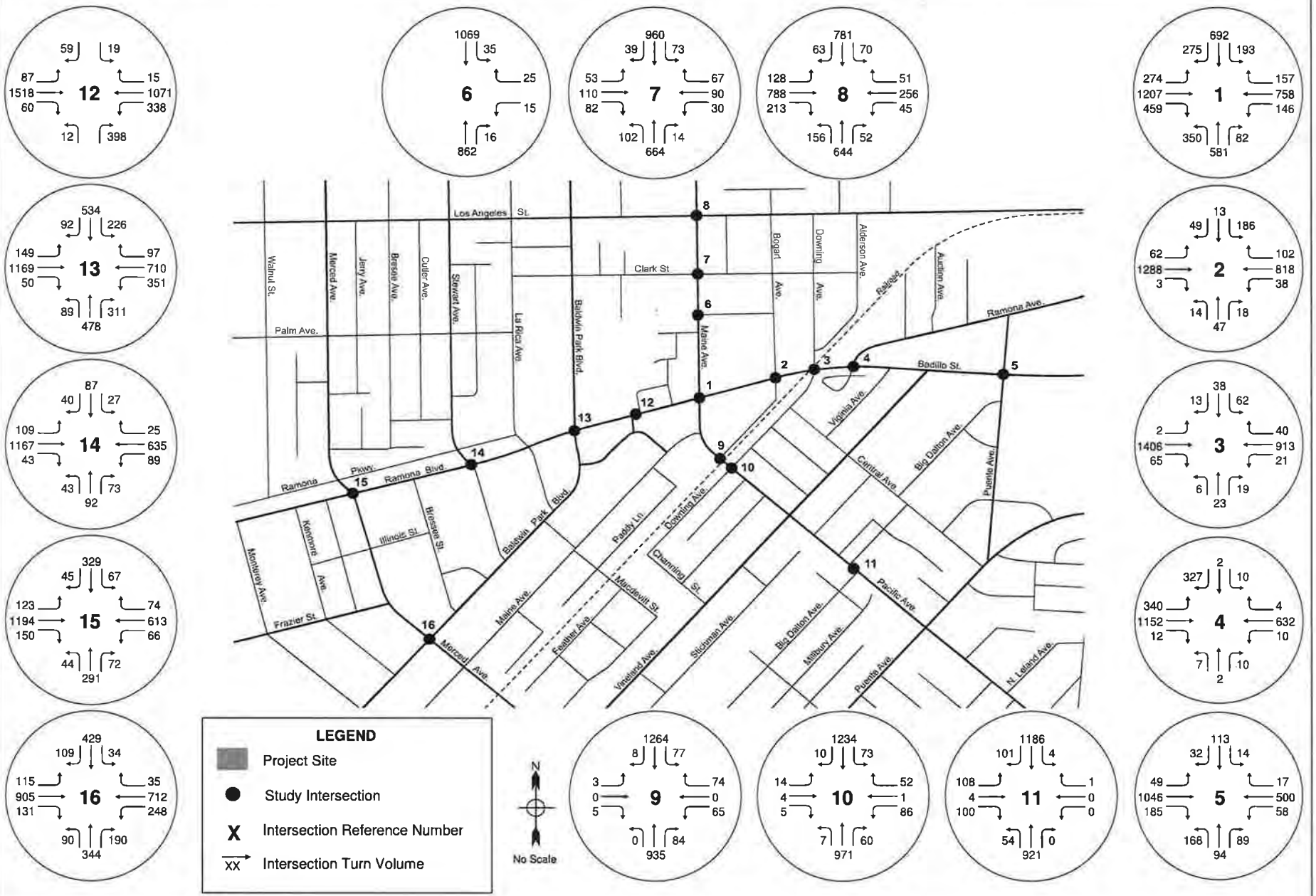


Figure 4.5
Future With Project Traffic Volumes - PM Peak Hour

Table 4.3 Future With Project Conditions
Intersection Level of Service - AM Peak Hour

No.	Intersection	Future Without Project Conditions		Future With Project Conditions		V/C Increase	Impact
		V/C	LOS	V/C	LOS		
1	Ramona Boulevard & Maine Avenue	0.732	C	0.867	D	0.135	No
2	Ramona Boulevard & Bogart Avenue	0.550	A	0.565	A	0.015	No
3	Ramona Boulevard & Downing Avenue	0.600	A	0.622	B	0.022	No
4	Ramona Boulevard & Badillo Street	0.706	C	0.731	C	0.025	No
5	Badillo Street & Puente Avenue	0.644	B	0.652	B	0.008	No
6	Maine Avenue & Palmrose Street	0.390	A	0.376	A	-0.014	No
7	Maine Avenue & Clark Street	0.607	B	0.618	B	0.011	No
8	Maine Avenue & Los Angeles Street	0.717	C	0.724	C	0.007	No
9	Pacific Avenue & Bogart Avenue	0.443	A	0.460	A	0.017	No
10	Pacific Avenue & Downing Avenue	0.510	A	0.532	A	0.022	No
11	Pacific Avenue & Big Dalton Avenue	0.581	A	0.602	B	0.021	No
12	Ramona Boulevard & Cesar Chavez Drive	0.461	A	0.662	B	0.201	No
13	Ramona Boulevard & Baldwin Park Boulevard	0.600	A	0.651	B	0.051	No
14	Ramona Boulevard & Steward Avenue	0.606	B	0.625	B	0.019	No
15	Ramona Boulevard & Merced Avenue	0.705	C	0.724	C	0.019	No
16	Merced Avenue & Baldwin Park Boulevard	0.663	B	0.677	B	0.014	No

Table 4.4 Future With Project Conditions
Intersection Level of Service - PM Peak Hour

No.	Intersection	Future Without Project Conditions		Future With Project Conditions		V/C Increase	Impact
		V/C	LOS	V/C	LOS		
1	Ramona Boulevard & Maine Avenue	0.955	E	1.233	F	0.278	Yes
2	Ramona Boulevard & Bogart Avenue	0.625	B	0.684	B	0.059	No
3	Ramona Boulevard & Downing Avenue	0.594	A	0.647	B	0.053	No
4	Ramona Boulevard & Badillo Street	0.622	B	0.721	C	0.099	No
5	Badillo Street & Puente Avenue	0.721	C	0.749	C	0.028	No
6	Maine Avenue & Palmrose Street	0.427	A	0.450	A	0.023	No
7	Maine Avenue & Clark Street	0.604	B	0.626	B	0.022	No
8	Maine Avenue & Los Angeles Street	0.779	C	0.802	D	0.023	No
9	Pacific Avenue & Bogart Avenue	0.515	A	0.586	A	0.071	No
10	Pacific Avenue & Downing Avenue	0.558	A	0.589	A	0.031	No
11	Pacific Avenue & Big Dalton Avenue	0.634	B	0.669	B	0.035	No
12	Ramona Boulevard & Cesar Chavez Drive	0.589	A	0.853	D	0.264	No
13	Ramona Boulevard & Baldwin Park Boulevard	0.867	D	1.036	F	0.169	Yes
14	Ramona Boulevard & Steward Avenue	0.646	B	0.681	B	0.035	No
15	Ramona Boulevard & Merced Avenue	0.680	B	0.717	C	0.037	No
16	Merced Avenue & Baldwin Park Boulevard	0.765	C	0.803	D	0.038	No

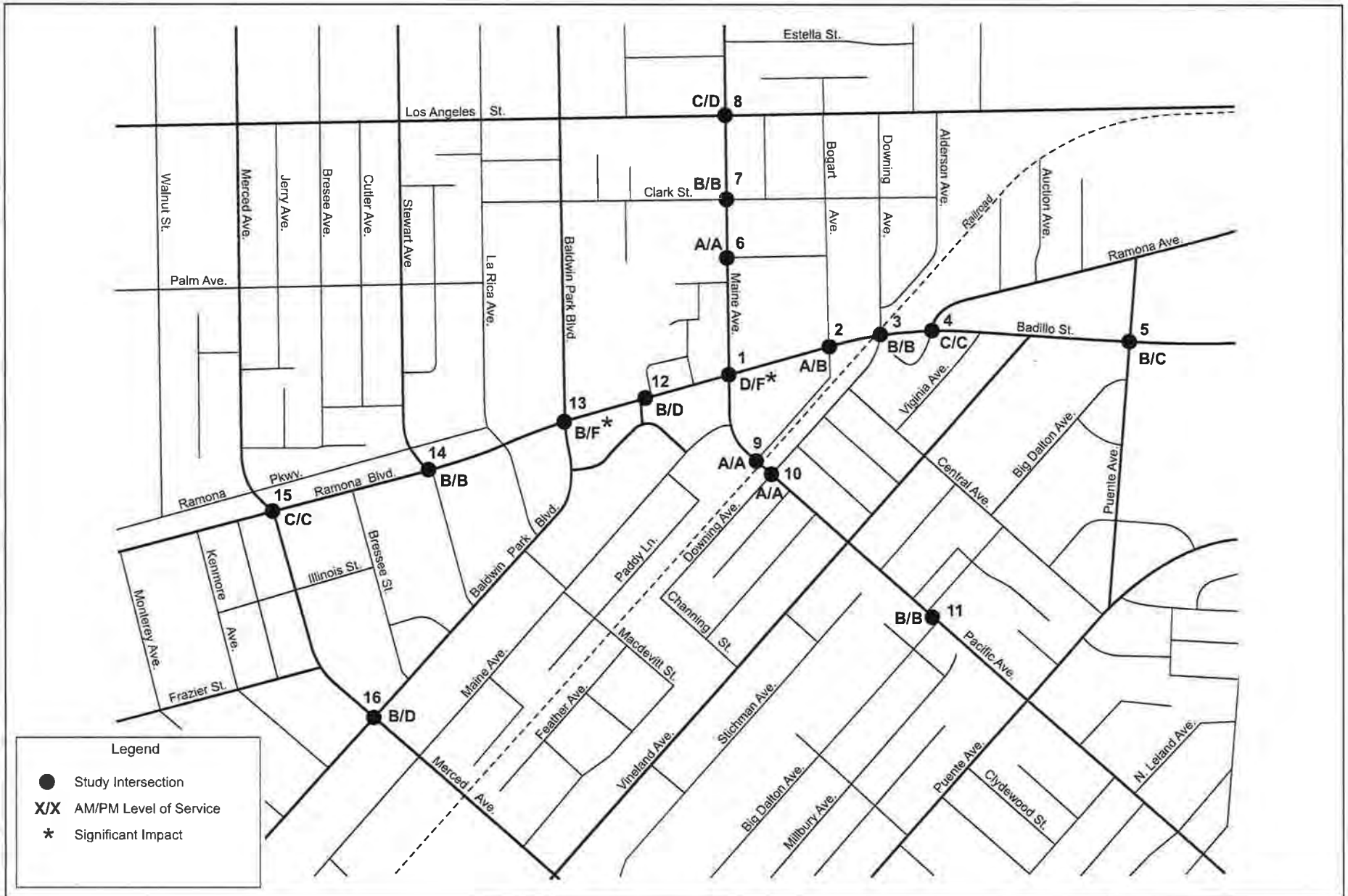


Figure 4.6
Future With Project Intersection Levels of Service

Baldwin Park Downtown Specific Plan

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tables also compare the level of service for without Project and with Project conditions, show the increase in V/C ratios at each intersection due to the Project, and identify if the increase constitutes a significant impact. The future levels of service are also shown in Figure 4.6.

AM Peak Hour

The analysis summarized in Table 4.3 indicates that for the AM peak hour, the addition of Project traffic would cause the level of service to worsen at a number of locations, but remain at LOS D or better at all locations. Increases in volume/capacity (V/C) ratios would be less than the threshold for a significant impact to occur in all cases, so no significant impacts would occur in the AM peak hour.

PM Peak Hour

The analysis summarized in Table 4.4 indicates that for the PM peak hour, the addition of Project traffic would cause the level of service to worsen at a number of locations, but would remain at LOS D or better at most locations. The Project would result in a significant traffic impact at two intersections in the PM peak hour. These intersections are as follows (with the resultant LOS in parentheses):

- Ramona Boulevard & Maine Avenue (LOS F)
- Ramona Boulevard & Baldwin Park Boulevard (LOS F)

Mitigation measures to address these impacts are addressed in Chapter 5 of this report.

4.4 CMP Analysis

The Los Angeles County Congestion Management Program (CMP) requires that new development projects analyze potential project impacts on CMP monitoring locations, if an EIR is prepared for the Project.

The CMP requires that the Traffic Study analyze traffic conditions at all CMP arterial monitoring intersections where the Proposed Project will add 50 or more trips during either the A.M. or P.M. weekday peak hours of adjacent street traffic. The CMP also requires that traffic studies analyze mainline freeway monitoring locations where the project will add 150 or more trips in either direction during either A.M. or P.M. weekday peak hours. If, based on these criteria, the Traffic Study identifies no facilities for study, then no further traffic analysis is required.

CMP Arterial Monitoring Locations

A review of the 2010 CMP indicated the following arterial monitoring stations that are closest

to the Project Site and where CMP impacts could potentially occur due to the Proposed Project.

- Azusa Avenue & Foothill Boulevard
- Azusa Avenue & Arrow Highway
- Azusa Avenue & Cameron Avenue
- Azusa Avenue & Amar Road

The number of Proposed Project vehicle trips expected to pass through these intersections was estimated based on the Proposed Project trip generation and the Proposed Project trip distribution discussed previously in this chapter. Due to dispersal of Project traffic onto multiple routes and streets as it travels further from the Project, the actual number of trips may be less than the 50 trip threshold by the time Project traffic reaches many of those monitoring intersections. Based on the trip generation and trip distribution characteristics of the Project as described earlier, it is estimated that the maximum number of trips that the Project would add to these CMP arterial monitoring stations would be 22 trips at Azusa Avenue & Foothill Boulevard, 33 trips at Azusa Avenue & Arrow Highway, 43 trips at Azusa Avenue & Cameron Avenue, and 33 trips at Azusa Avenue & Amar Road, in the PM peak hour. As the thresholds of 50 or more trips would not be exceeded no further analysis is required, and there would be no significant CMP arterial impacts.

CMP Freeway Monitoring Stations

A review of the 2010 CMP also indicated the following freeway monitoring stations that are closest to the Project Site.

- I-10 east of Peck Road
- I-10 east of Puente Street
- I-10 at Grand Avenue
- I-210 west of I-605
- I-605 at San Gabriel River Bridge

These segments are located some considerable distance from the Project Site. Nevertheless, the number of Project vehicle trips expected to pass through these stations was estimated based on the Project trip generation and trip distribution discussed earlier. The maximum number of one-way Project trips that would be added to these freeway segment monitoring locations would be in the PM peak hour with 55 trips on I-10 east of Peck Road, 50 trips on I-10 at Grand Avenue, 30 trips on I-210 west of I-605, and zero trips on I-10 east of Puente Avenue and on I-605 at San Gabriel River Bridge. As these volumes are well below the CMP threshold of 150 trips, no further analysis is necessary and there would be no significant CMP freeway impacts.

CMP Transit Impact Analysis

An analysis of potential Project impacts on the transit system was performed, per the CMP requirements and guidelines.

The number of transit trips that would be generated by the Project is shown in Table 4.5 and was estimated based on the trip generation methodology described in Chapter 4. There would be approximately 186 net additional transit trips (101 inbound trips and 85 outbound trips) in the AM peak hour due to the Project, and approximately 365 additional transit trips (184 inbound and 181 outbound) in the PM peak hour. The highest number of additional transit trips would therefore occur in the PM peak hour.

The peak capacity of the transit system serving the Project Site is shown in Table 4.6. Based on the existing service frequency of transit lines near the Project Site, the hourly directional capacity of the transit lines is 2,151 persons. The highest directional volume of peak hour trips added by the Project would be 184 trips in the PM peak hour, which would be about 8.5% of the total hourly directional transit capacity. It is concluded that the Project would not cause the capacity of the transit system to be substantially exceeded and therefore that the Project would not create any significant impacts on the transit systems serving the Project Area.

4.5 Existing With Project Impacts

This section addresses an analysis of potential Project impacts for the Existing Conditions with Project scenario. Project traffic was added to existing conditions traffic and the potential for impacts evaluated.

Existing With Project Intersection Level of Service

The total Existing With Project conditions peak hour traffic volumes are illustrated in Figures 4.7 and 4.8 for the AM and PM peak hours.

Tables 4.7 and 4.8 summarize the level of service for the Existing with Project conditions at the analyzed intersections for the AM and PM peak hours respectively. Figure 4.9 also shows the intersection levels of service.

Project Impacts

AM Peak Hour

The analysis summarized in Table 4.7 indicates that for the AM peak hour, while the addition of Project traffic would worsen the level of service at some locations, all intersections would operate at LOS C or better, and that any increases in volume/capacity (V/C) ratios would be

Table 4.5 Transit Trips Generated by The Project - AM and PM Peak Hours

Land Use	Base (Unadjusted) [1] Vehicle Trips		Person Trips [2]		% By Transit [3]		Transit Trips					
	AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour	AM Peak Hour			PM Peak Hour		
							Total	In [4]	Out [4]	Total	In [4]	Out [4]
Proposed Uses												
Apartments	393	471	550	659	10%	10%	55	11	44	66	43	23
Single Family Residence	28	38	39	53	10%	10%	4	1	3	5	3	2
Industrial	41	43	57	60	10%	10%	6	5	1	6	1	5
Office	105	100	147	140	10%	10%	15	13	2	14	2	12
Government Office	336	69	470	97	10%	10%	47	39	8	10	2	8
Retail/Commercial	864	3,505	1,210	4,907	5%	5%	61	38	23	245	118	127
Restaurant	253	381	354	533	5%	5%	18	10	8	27	18	9
Subtotal	2,020	4,607	2,827	6,449			206	117	89	373	187	186
Existing Uses												
Apartments	19	23	27	32	2%	2%	1	0	1	1	1	0
Single Family Residence	40	53	56	74	2%	2%	2	1	1	1	1	0
Industrial	31	33	43	46	2%	2%	1	1	0	1	0	1
Manufacturing	17	17	24	24	2%	2%	1	1	0	0	0	0
Medical Office	28	43	39	60	0%	0%	0	0	0	0	0	0
Auto Repair	35	48	49	67	0%	0%	0	0	0	0	0	0
Office	73	69	102	97	2%	2%	2	2	0	2	0	2
Government Office	464	95	650	133	2%	2%	13	11	2	3	1	2
Retail/Commercial	608	2,367	851	3,314	0%	0%	0	0	0	0	0	0
Restaurant	58	83	81	116	0%	0%	0	0	0	0	0	0
Subtotal	1,373	2,831	1,922	3,963			20	16	4	8	3	5
Net	647	1,776	905	2,486			186	101	85	365	184	181

1. From Table A-2, A-3 - Trip Generation Estimates.
2. Conversion factor of 1.4 from vehicle trips to person trips, per CMP guidelines.
3. Transit percentage from Table A-1 - Trip Generation Estimates.
4. In/out distribution from Table A-2, A-3 - Trip Generation Estimates.

Table 4.6 Public Transit Services - Capacity

Route	Description	Approximate Headway (minutes)		Capacity per Train/Bus		Capacity	
		Weekday AM Peak Hour	Weekday PM Peak Hour	Weekday AM Peak Hour	Weekday PM Peak Hour	Weekday AM Peak Hour	Weekday PM Peak Hour
Rail Service							
Metrolink - San Bernardio Line	Downtown Los Angeles - San Bernardio	20	20	393	393	1,179	1,179
Metro Local							
190/194	Cal Poly Pomona - El Monte Metrolink station	15	15	52	52	208	208
Foothill Transit							
178	Puente Hills Mall and El Monte Metrolink station	15	15	52	52	208	208
272	Duarte and West Covina	15	15	52	52	208	208
274	Baldwin Park Metrolink station and Whittier	15	15	52	52	208	208
Baldwin Park Transit							
Teal Line	Within City of Baldwin Park	27	27	35	35	70	70
Pumkin Line	Within City of Baldwin Park	27	27	35	35	70	70
Total						2,151	2,151

less than the threshold for a significant impact to occur. No significant impacts would occur in the AM peak hour.

PM Peak Hour

The analysis summarized in Table 4.8 indicates that for the PM peak hour, while the addition of Project traffic would worsen the level of service at some locations, all intersections would operate at LOS D or better, with three exceptions. One intersection, at Ramona Boulevard & Baldwin Park Boulevard, would operate at LOS E, and two intersections would operate at LOS F - at Ramona Boulevard & Maine Avenue, and at Pacific Avenue & Bogart Avenue.

The level of service at the unsignalized intersection of Pacific Avenue & Bogart Avenue would change from LOS E to LOS F. The City does not have criteria for significant impacts at unsignalized intersections. However, the City has plans to install a new traffic signal at this location, which would result in LOS A.

The Project would result in a significant traffic impact at one intersection in the PM peak hour, as follows (with the resultant LOS in parentheses):

- Ramona Boulevard & Maine Avenue (LOS F)

A mitigation measure to address this impact is addressed in Chapter 5 of this report.

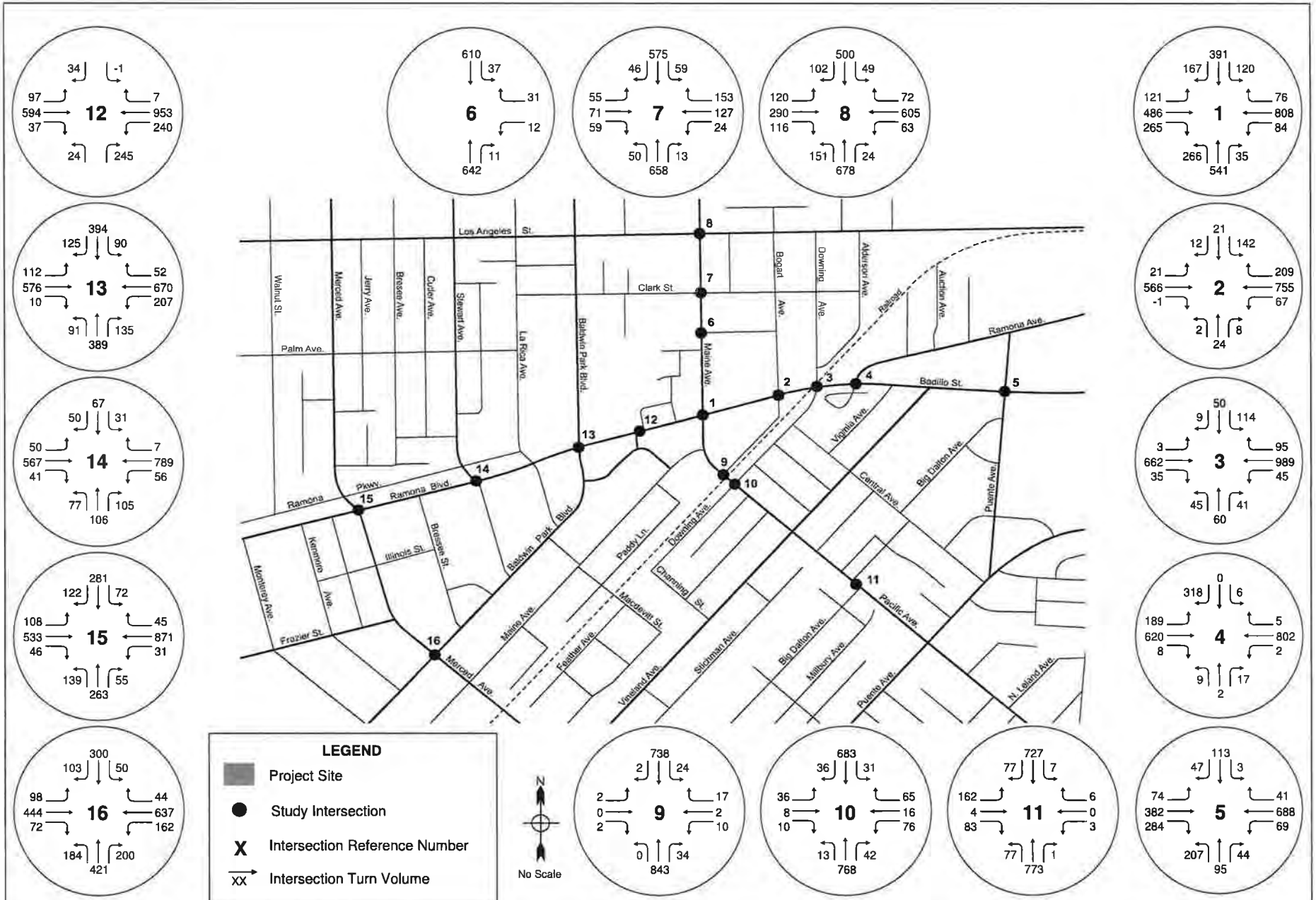


Figure 4.7
Existing With Project Traffic Volumes - AM Peak Hour

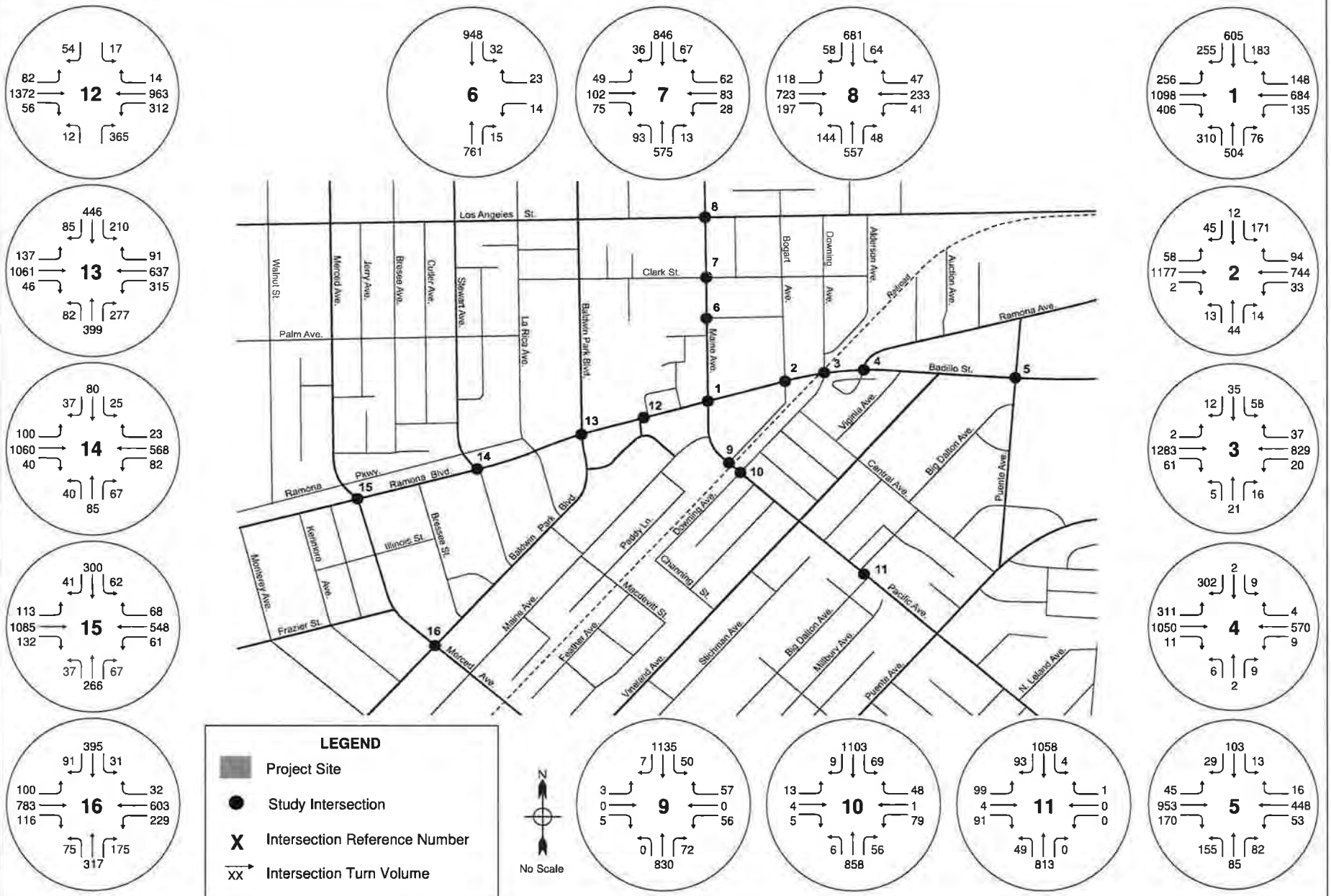


Figure 4.8
Existing With Project Traffic Volumes - PM Peak Hour

Table 4.7 Existing With Project Conditions
Intersection Level of Service - AM Peak Hour

No.	Intersection	Existing Conditions		Existing With Project Conditions		V/C or Delay Increase	Impact
		V/C or (Delay)	LOS	V/C or (Delay)	LOS		
1	Ramona Boulevard & Maine Avenue	0.671	B	0.792	C	0.121	No
2	Ramona Boulevard & Bogart Avenue	0.508	A	0.523	A	0.015	No
3	Ramona Boulevard & Downing Avenue	0.556	A	0.577	A	0.021	No
4	Ramona Boulevard & Badillo Street	0.649	B	0.675	B	0.026	No
5	Badillo Street & Puente Avenue	0.597	A	0.605	B	0.008	No
6	Maine Avenue & Palmrose Street	0.360	A	0.347	A	-0.013	No
7	Maine Avenue & Clark Street	0.560	A	0.571	A	0.011	No
8	Maine Avenue & Los Angeles Street	0.662	B	0.669	B	0.007	No
9	Pacific Avenue & Bogart Avenue [1]	(20.4)	C	(23.9)	C	(3.5)	N/A
10	Pacific Avenue & Downing Avenue	0.472	A	0.493	A	0.021	No
11	Pacific Avenue & Big Dalton Avenue	0.535	A	0.557	A	0.022	No
12	Ramona Boulevard & Cesar Chavez Drive	0.424	A	0.614	B	0.190	No
13	Ramona Boulevard & Baldwin Park Boulevard	0.555	A	0.593	A	0.038	No
14	Ramona Boulevard & Steward Avenue	0.561	A	0.579	A	0.018	No
15	Ramona Boulevard & Merced Avenue	0.648	B	0.667	B	0.019	No
16	Merced Avenue & Baldwin Park Boulevard	0.595	A	0.615	B	0.020	No

Note:

1. Unsignalized intersection in Existing conditions and Existing With Project conditions.

Table 4.8 Existing With Project Conditions
Intersection Level of Service - PM Peak Hour

No.	Intersection	Existing Conditions		Existing With Project Conditions		V/C or Delay Increase	Impact
		V/C or (Delay)	LOS	V/C or (Delay)	LOS		
1	Ramona Boulevard & Maine Avenue	0.853	D	1.117	F	0.264	Yes
2	Ramona Boulevard & Bogart Avenue	0.574	A	0.632	B	0.058	No
3	Ramona Boulevard & Downing Avenue	0.548	A	0.601	B	0.053	No
4	Ramona Boulevard & Badillo Street	0.574	A	0.667	B	0.093	No
5	Badillo Street & Puente Avenue	0.666	B	0.693	B	0.027	No
6	Maine Avenue & Palmrose Street	0.382	A	0.405	A	0.023	No
7	Maine Avenue & Clark Street	0.551	A	0.572	A	0.021	No
8	Maine Avenue & Los Angeles Street	0.712	C	0.734	C	0.022	No
9	Pacific Avenue & Bogart Avenue [1]	(36.0)	E	(101.5)	F	(65.5)	N/A
10	Pacific Avenue & Downing Avenue	0.508	A	0.539	A	0.031	No
11	Pacific Avenue & Big Dalton Avenue	0.577	A	0.612	B	0.035	No
12	Ramona Boulevard & Cesar Chavez Drive	0.539	A	0.785	C	0.246	No
13	Ramona Boulevard & Baldwin Park Boulevard	0.784	C	0.947	E	0.163	No
14	Ramona Boulevard & Steward Avenue	0.596	A	0.631	B	0.035	No
15	Ramona Boulevard & Merced Avenue	0.624	B	0.661	B	0.037	No
16	Merced Avenue & Baldwin Park Boulevard	0.684	B	0.723	C	0.039	No

Note:

1. Unsignalized intersection in Existing conditions and Existing With Project conditions.

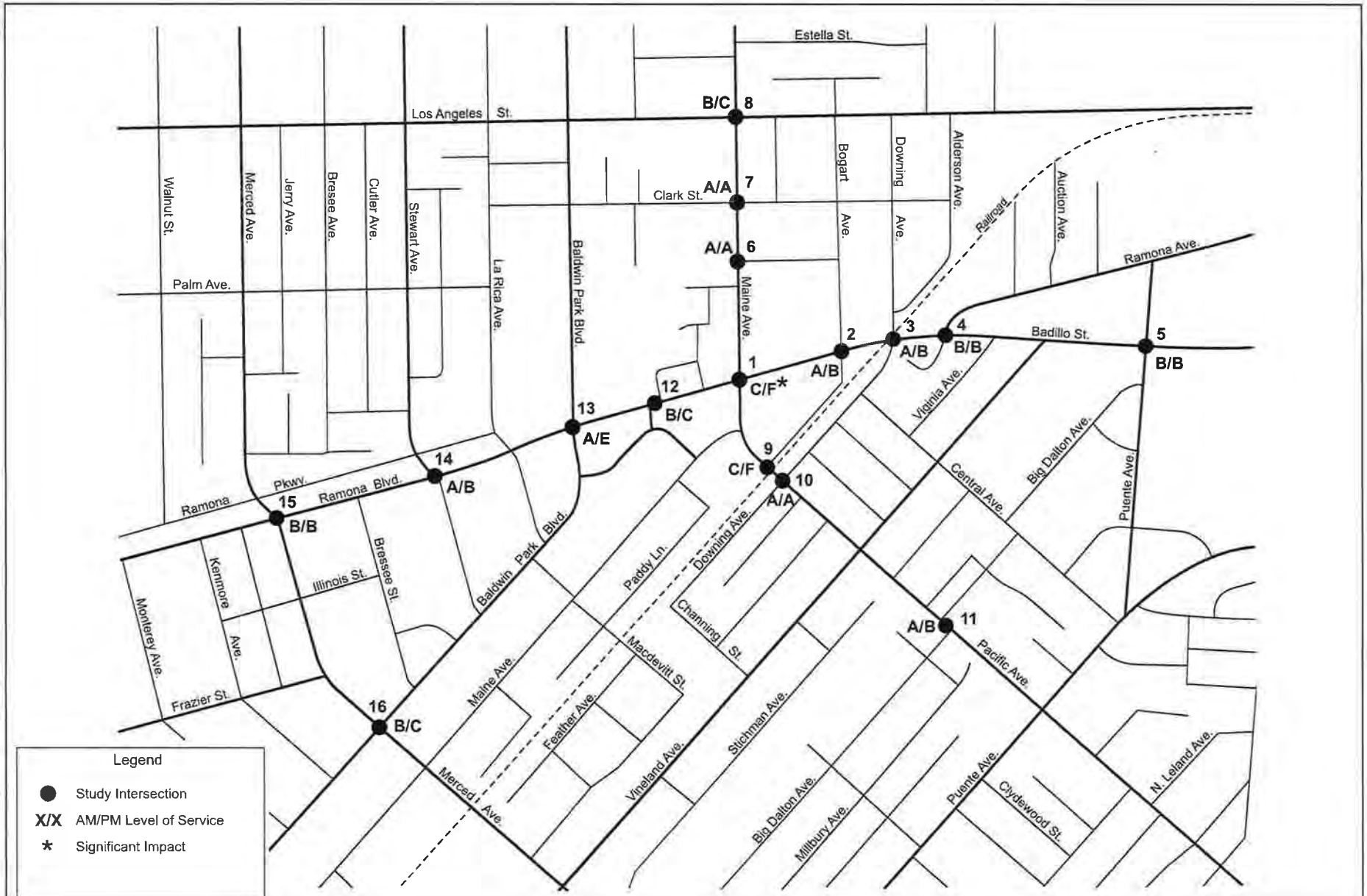


Figure 4.9
Existing With Project Intersection Levels of Service

Baldwin Park Downtown Specific Plan

The **Mobility** Group
Transportation Strategies & Solutions

5. Mitigation Measures

This report section addresses the need for mitigation measures to address potential significant impacts from the Project.

The preceding impact analysis identified that no significant impacts would occur in the AM peak hour. It also identified that significant traffic impacts would occur at the following two study intersections in the PM peak hour:

- Ramona Boulevard & Maine Avenue
- Ramona Boulevard & Baldwin Park Boulevard

Proposed Mitigation Measures

The following mitigation measures are proposed. An analysis of the mitigation measures is shown in Table 5.1 for the PM peak hour.

Ramona Boulevard & Maine Avenue

The project would create a significant traffic impact in the PM peak hour, changing the V/C and LOS from 0.955 and LOS E to 1.233 and LOS F.

The proposed mitigation measure at this intersection would be to add roadway capacity and restripe the eastbound and westbound approaches on Ramona Boulevard to add dedicated right-turn lanes (a more efficient use of the roadway space, which would not result in any lane widths of less than 11 feet). This measure could be accomplished within the existing curb to curb width of the roadways, and all other lane configurations at the intersection would remain the same as today. On the Ramona Boulevard approaches to the intersection it would replace the bike lane configuration proposed in the Specific Plan for the length of the right turn lane.

As shown in Table 5.1, this measure would reduce but not eliminate the significant impact. The result would be a V/C of 1.089 and LOS F.

An additional mitigation measure would be to reduce the volume of traffic at the intersection, by not fully closing Maine Avenue between Pacific Avenue & Sterling Way as proposed in the Specific Plan, but instead to close only the eastbound direction and retain the westbound direction. This would be achieved by the relocation of Maine Avenue between Pacific Avenue and Sterling Way to the north to run at the rear of the commercial uses fronting on Ramona Boulevard. This roadway section would operate as one way westbound only (allowing a narrower roadway cross section), while retaining rear access to the properties on

Ramona Boulevard. As also shown in Table 5.1, this would result in a V/C of 0.981 and LOS E and would fully mitigate the impact at this location.

Ramona Boulevard & Baldwin Park Boulevard

The project would create a significant traffic impact in the PM peak hour, changing the V/C and LOS from 0.867and LOS D to 1.036 and LOS F.

The proposed mitigation measure at this intersection would be to add roadway capacity and restripe the eastbound and westbound approaches on Ramona Boulevard to add dedicated right-turn lanes. This measure could be accomplished within the existing curb to curb width of the roadways, and all other lane configurations at the intersection would remain the same as today. On the Ramona Boulevard approaches to the intersection it would replace the bike lane configuration proposed in the Specific Plan for the length of the right turn lane.

As shown in Table 5.1, this measure would reduce but not eliminate the significant impact. The result would be a V/C of 1.020 and LOS F.

An additional mitigation measure would be to reduce the volume of traffic at the intersection, by not fully closing Maine Avenue between Pacific Avenue & Sterling Way as proposed in the Specific Plan, but instead to close only the eastbound direction and retain the westbound direction. This would be achieved by the relocation of Maine Avenue between Pacific Avenue and Sterling Way to the north to run at the rear of the commercial uses fronting on Ramona Boulevard. This roadway section would operate as one way westbound only (allowing a narrower roadway cross section), while retaining rear access to the properties on Ramona Boulevard. As also shown in Table 5.1, this would result in a V/C of 0.969 and LOS E and would fully mitigate the impact at this location.

Remaining Significant Impacts

With the implementation of the above mitigation measures, there would be no remaining significant impacts in the AM peak hour or PM peak hour. As illustrated in Table 5.2, these mitigation measures would also fully mitigate the significant impacts identified in the Existing With Project conditions analysis.

Table 5.1 Future With Project With Mitigation Conditions - Intersection Level of Service - PM Peak Hour

No.	Intersection	Future Without Project Conditions		Future With Project Conditions				Future With Project With Mitigation Conditions			
		V/C or Delay	LOS	V/C or Delay	LOS	V/C Increase	Impact	V/C or Delay	LOS	V/C Increase	Impact
Add Right Turn Lanes on Ramona Blvd											
1	Ramona Boulevard & Maine Avenue	0.955	E	1.233	F	0.278	Yes	1.089	F	0.134	Yes
13	Ramona Boulevard & Baldwin Park Boulevard	0.867	D	1.036	F	0.169	Yes	1.020	F	0.153	Yes
Add Right Turn Lanes on Ramona Blvd and Maine Avenue Eastbound Closure [1]											
1	Ramona Boulevard & Maine Avenue	0.955	E	1.233	F	0.278	Yes	0.981	E	0.026	No
13	Ramona Boulevard & Baldwin Park Boulevard	0.867	D	1.036	F	0.169	Yes	0.969	E	0.102	No

1. Keep westbound direction on Maine Avenue open.

Table 5.2 Existing With Project With Mitigation Conditions - Intersection Level of Service - PM Peak Hour

No.	Intersection	Existing Conditions		Existing With Project Conditions				Existing With Project With Mitigation Conditions			
		V/C or Delay	LOS	V/C or Delay	LOS	V/C Increase	Impact	V/C or Delay	LOS	V/C Increase	Impact
Add Right Turn Lanes on Ramona Blvd											
1	Ramona Boulevard & Maine Avenue	0.853	D	1.117	F	0.264	Yes	0.990	E	0.137	No
Add Right Turn Lanes on Ramona Blvd and Maine Avenue Eastbound Closure [1]											
1	Ramona Boulevard & Maine Avenue	0.853	D	1.117	F	0.264	Yes	0.891	D	0.038	No

1. Keep westbound direction on Maine Avenue open.

Appendix A

Trip Generation

Table A-1. Trip Rate & Adjustments by Land Use

Land Use	Units	Trip Rates		Existing		Future	
		AM	PM	Internal/ Walk	Transit	Internal/ Walk	Transit
Residential-Apartments	DU	0.51	0.62	10%	2%	15%	10%
Single Family Residential	DU	0.75	1.00	10%	2%	15%	10%
Public Facility [1]	sf	0.00	0.00				
Community Center	sf	2.05	2.74				
Bank	sf	0.00	12.13	20%		20%	
Fast Food	sf	45.42	32.65	20%		20%	
Communication Facilities	sf	0.92	0.97				
Industrial	sf	0.92	0.97		2%		10%
Manufacturing	sf	0.73	0.73		2%		
Medical Office	sf	2.39	3.57				
Auto Repair	sf	3.23	4.46				
Office	sf	1.56	1.49		2%		10%
Government Office	sf	5.88	1.21		2%		10%
Retail	sf	0.96	3.71	5%		10%	5%
Restaurant - Quality	sf	0.81	7.49	5%		20%	5%
Restaurant - High Turnover	sf	10.81	9.85	5%		20%	5%

Note:

1. Public facility sq. ft. are restrooms. No Vehicle trips generated.

Table A-2 Trip Generation - AM Peak Hour Summary

Land Uses	ITE Code	Existing Trip Generation					Future Trip Generation					Net Trip Generation			
		Quantity	Base Trip Rates	Base Vehicle Trips	Net Trip Rate	Net Vehicle Trips	Quantity	Base Trip Rates	Base Vehicle Trips	Net Trip Rate	Net Vehicle Trips	Quantity	Net Vehicle Trips		
													Total	In	Out
Residential-Apartments (DU's)	ITE 220	42	0.51	21	0.45	19	890	0.51	460	0.40	355	848	336	73	263
Single Family Residential (DU's)	ITE 210	59	0.75	44	0.66	39	42	0.75	32	0.65	27	-17	-12	-3	-9
Public Facility	Note 2	910	0.00			0	910	0.00				0	0	0	0
Community Center	ITE 495	55,173	2.05	113	2.05	113	55,173	2.05	113	2.05	113	0	0	0	0
Communication Facilities (sf)	ITE 110	38,066	0.92	35	0.92	35	38,066	0.92	35	0.92	35	0	0	0	0
Industrial (sf)	ITE 110	33,644	0.92	31	0.90	30	44,363	0.92	41	0.83	37	10,719	7	6	1
Manufacturing	ITE 140	23,740	0.73	17	0.70	17	0	0.73	0		0	-23,740	-17	-13	-4
Medical Office (sf)	ITE 720	11,910	2.39	28	2.07	25	0	2.39	0		0	-11,910	-25	-12	-12
Auto Repair (sf)	ITE 943	10,701	3.23	35	3.23	35	0	0.00	0		0	-10,701	-35	-24	-11
Office (sf)	ITE 710	46,897	1.56	73	1.53	72	67,931	1.56	105	1.39	95	21,034	23	20	3
Government Office (sf)	ITE 730	78,952	5.88	464	5.76	455	57,136	5.88	336	5.29	302	-21,816	-153	-128	-24
Retail/Commercial (sf)	ITE 820, 911, 934	576,545	2.55	1,471	1.26	724	853,369	1.05	895	0.90	770	276,824	46	37	8
Restaurant	ITE 931, 932	10,000	5.81	58	4.69	47	58,729	5.79	340	3.55	208	48,729	162	89	73
Total				2,391		1,611			2,356		1,943		332	45	287
Residential (DU's)		101		66		58	932		491		382	831	324	70	254
Non-Residential (sf)		886,538		2,325		1,553	1,175,677		1,865		1,561	289,139	8	-25	33

Note:

1. ITE trip rates and/or trip Equations from Trip Generation, 9th Edition, Institute of Transportation Engineers, Washington, DC, 2012.
2. Public facility sq ft are restrooms. No vehicle trips generated.

Some numbers do not add up perfectly due to rounding.

Table A-3 Trip Generation - PM Peak Hour Summary

Land Uses	ITE Code	Existing Trip Generation					Future Trip Generation					Net Trip Generation			
		Quantity	Base Trip Rates	Base Vehicle Trips	Net Trip Rate	Net Vehicle Trips	Quantity	Base Trip Rates	Base Vehicle Trips	Net Trip Rate	Net Vehicle Trips	Quantity	Net Vehicle Trips		
													Total	In	Out
Residential-Apartments (DU's)	ITE 220	42	0.62	26	0.55	23	890	0.62	552	0.48	425	848	402	263	139
Single Family Residential (DU's)	ITE 210	59	1.00	59	0.88	52	42	1.00	42	0.87	36	-17	-15	-10	-5
Public Facility	Note 2	910	0.00				910	0.00				0	0	0	0
Community Center	ITE 495	55,173	2.74	151	2.74	151	55,173	2.74	151	2.74	151	0	0	0	0
Communication Facilities (sf)	ITE 110	38,066	0.97	37	0.97	37	38,066	0.97	37	0.97	37	0	0	0	0
Industrial (sf)	ITE 110	33,644	0.97	33	0.96	32	44,363	0.97	43	0.87	39	10,719	6	1	6
Manufacturing	ITE 140	23,740	0.73	17	0.70	17	0	0.73	0		0	-23,740	-17	-6	-11
Medical Office (sf)	ITE 720	11,910	3.57	43	3.18	38	0	3.57	0		0	-11,910	-38	-11	-27
Auto Repair (sf)	ITE 943	10,701	4.46	48	4.04	43	0	4.46	0		0	-10,701	-43	-18	-25
Office (sf)	ITE 710	46,897	1.49	69	1.44	68	67,931	1.49	100	1.32	90	21,034	22	4	19
Government Office (sf)	ITE 730	78,952	1.21	95	1.18	93	57,136	1.21	69	1.09	62	-21,816	-31	-10	-21
Retail/Commercial (sf)	ITE 820, 911, 934	576,545	5.58	3,217	3.21	1,849	853,369	5.27	4,497	2.80	2,389	276,824	540	256	283
Restaurant (sf)	ITE 931, 932	10,000	8.67	87	6.94	69	58,729	8.11	476	5.58	327	48,729	258	163	95
Total				3,882		2,472			5,966		3,556		1,084	632	452
Residential (DU's)		101		85		75	932		594		461	831	387	253	134
Non-Residential (sf)		886,538		3,797		2,397	1,175,677		5,373		3,095	289,139	697	380	318

Note:

1. ITE trip rates and/or trip Equations from Trip Generation, 9th Edition, Institute of Transportation Engineers, Washington, DC, 2012.
2. Public facility sq ft are restrooms. No vehicle trips generated.

Some numbers do not add up perfectly due to rounding.

Table A-4 Equivalency Matrix - Land Use Conversion Factors

3/30/15

To This Land Use →	Units	Net Trip Generation Rate (per Unit)	Apartments	Single Family Residents	Community Center	Comm. Facility	Industrial	Office	Government Office	Retail/ Commercial	Restaurant
From This Land Use ↓			DU's	DU's	1,000 sf	1,000 sf	1,000 sf	1,000 sf	1,000 sf	1,000 sf	1,000 sf
Net Trip Generation Rate (per Unit)			0.478	0.857	2.737	0.972	0.879	1.325	1.805	2.799	5.568
Apartment	DU's	0.478	N/A	0.558	0.175 [1]	0.492 [1]	0.544 [1]	0.361 [1]	0.265 [1]	0.171 [1]	0.086 [1]
Single Family Residents	DU's	0.857	1.793	N/A	0.313 [1]	0.882 [1]	0.975 [1]	0.647 [1]	0.475 [1]	0.306 [1]	0.154 [1]
Community Center	1,000 sf	2.737	5.726 [2]	3.194 [2]	N/A	2.816	3.114	2.066	1.516	0.978	0.492
Communication Facility	1,000 sf	0.972	0.658 [2]	1.134 [2]	0.355	N/A	1.106	0.734	0.539	0.347	0.175
Industrial	1,000 sf	0.879	1.839 [2]	1.026 [2]	0.321	0.904	N/A	0.663	0.487	0.314	0.158
Office	1,000 sf	1.325	2.772 [2]	1.546 [2]	0.484	1.363	1.507	N/A	0.734	0.473	0.238
Government Office	1,000 sf	1.805	3.776 [2]	2.106 [2]	0.659	1.857	2.053	1.362	N/A	0.645	0.324
Retail/Commercial	1,000 sf	2.799	5.856 [2]	3.266 [2]	1.023	2.880	3.184	2.112	1.551	N/A	0.503
Restaurant	1,000 sf	5.568	11.650 [2]	6.497 [2]	2.034	5.728	6.334	4.202	3.085	1.989	N/A

Numbers shown in table represent conversion factors from one land use to another, to maintain trip totals equivalent to and not exceeding those assumed in Table 4.2.

Numbers are based on future land use weekday P.M. peak hour net trip generation data, and average trip rates for each land use type over the entire Project.

For example, if it was desired to convert Apartment uses to Retail/Commercial uses, the conversion factor to be used is 0.171, i.e. 10 DU Apartment could be replaced with 1,710 sf of Retail/Commercial uses (10 x 0.171 x 1,000sf) without increasing the overall number of trips.

Ratios are conversion factors based on the footnotes as described below:

1. Ratios are conversion factors from DU's to 1,000 sf.

2. Ratios are conversion factors from 1,000 sf to DU's.

Appendix B

LOS Calculation Sheets

Appendix B-1

LOS Calculation Sheets

Existing Conditions

Baldwin Park
Existing AM Peak

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #101 Maine & Ramona

Cycle (sec):	100	Critical Vol./Cap.(X):	0.671
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	47	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	88	548	42	88	416	67	115	476	140	88	728	102
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	88	548	42	88	416	67	115	476	140	88	728	102
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	88	548	42	88	416	67	115	476	140	88	728	102
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	88	548	42	88	416	67	115	476	140	88	728	102
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	88	548	42	88	416	67	115	476	140	88	728	102
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.86	0.14	1.00	1.72	0.28	1.00	1.55	0.45	1.00	1.75	0.25
Final Sat.:	1600	2972	228	1600	2756	444	1600	2473	727	1600	2807	393
Capacity Analysis Module:												
Vol/Sat:	0.06	0.18	0.18	0.06	0.15	0.15	0.07	0.19	0.19	0.06	0.26	0.26
Crit Moves:		****		****			****				****	

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Baldwin Park
Existing PM Peak

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #101 Maine & Ramona

Cycle (sec):	100	Critical Vol./Cap.(X):	0.853
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	81	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	111	457	72	116	617	110	161	1017	186	129	635	100
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	111	457	72	116	617	110	161	1017	186	129	635	100
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	111	457	72	116	617	110	161	1017	186	129	635	100
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	111	457	72	116	617	110	161	1017	186	129	635	100
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	111	457	72	116	617	110	161	1017	186	129	635	100
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.73	0.27	1.00	1.70	0.30	1.00	1.69	0.31	1.00	1.73	0.27
Final Sat.:	1600	2764	436	1600	2716	484	1600	2705	495	1600	2765	435
Capacity Analysis Module:												
Vol/Sat:	0.07	0.17	0.17	0.07	0.23	0.23	0.10	0.38	0.38	0.08	0.23	0.23
Crit Moves:	****				****			****			****	

Baldwin Park
Existing AM Peak

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #102 Bogart & Ramona

Cycle (sec):	100	Critical Vol./Cap.(X):	0.508
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	34	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	0	1 0	1 0	0	1 0	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	2	24	6	146	21	12	21	520	6	67	703	209
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	2	24	6	146	21	12	21	520	6	67	703	209
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	2	24	6	146	21	12	21	520	6	67	703	209
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	2	24	6	146	21	12	21	520	6	67	703	209
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	2	24	6	146	21	12	21	520	6	67	703	209
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.80	0.20	1.00	0.64	0.36	1.00	1.98	0.02	1.00	1.54	0.46
Final Sat.:	1600	1280	320	1600	1018	582	1600	3163	37	1600	2467	733
Capacity Analysis Module:												
Vol/Sat:	0.00	0.02	0.02	0.09	0.02	0.02	0.01	0.16	0.16	0.04	0.28	0.29
Crit Moves:		****		****			****					****

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Baldwin Park
Existing PM Peak

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #102 Bogart & Ramona

Cycle (sec):	100	Critical Vol./Cap.(X):	0.574
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	38	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	0	1 0	1 0	0	1 0	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	13	38	13	166	12	45	41	1045	12	13	627	92
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	13	38	13	166	12	45	41	1045	12	13	627	92
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	13	38	13	166	12	45	41	1045	12	13	627	92
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	13	38	13	166	12	45	41	1045	12	13	627	92
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	13	38	13	166	12	45	41	1045	12	13	627	92
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.75	0.25	1.00	0.21	0.79	1.00	1.98	0.02	1.00	1.74	0.26
Final Sat.:	1600	1192	408	1600	337	1263	1600	3164	36	1600	2791	409
Capacity Analysis Module:												
Vol/Sat:	0.01	0.03	0.03	0.10	0.04	0.04	0.03	0.33	0.33	0.01	0.22	0.22
Crit Moves:		****		****				****		****		

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Baldwin Park
Existing AM Peak

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #103 Downing & Ramona

Cycle (sec):	100	Critical Vol./Cap.(X):	0.556
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	37	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 1	0	0 1	0	0 1!	0 0	1	0 1	1 0	1	0 1	1 0
Volume Module:												
Base Vol:	28	60	31	109	47	9	3	617	36	51	963	95
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	28	60	31	109	47	9	3	617	36	51	963	95
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	28	60	31	109	47	9	3	617	36	51	963	95
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	28	60	31	109	47	9	3	617	36	51	963	95
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	28	60	31	109	47	9	3	617	36	51	963	95
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.32	0.68	1.00	0.67	0.28	0.05	1.00	1.89	0.11	1.00	1.82	0.18
Final Sat.:	509	1091	1600	1057	456	87	1600	3024	176	1600	2913	287
Capacity Analysis Module:												
Vol/Sat:	0.02	0.06	0.02	0.07	0.10	0.10	0.00	0.20	0.20	0.03	0.33	0.33
Crit Moves:		****		****			****				****	

Baldwin Park
Existing PM Peak

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #103 Downing & Ramona

Cycle (sec):	100	Critical Vol./Cap.(X):	0.548
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	36	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 1	0	0 1	0 0	1!	0 0	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	12	21	29	49	31	12	2	1158	47	10	684	37
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	12	21	29	49	31	12	2	1158	47	10	684	37
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	12	21	29	49	31	12	2	1158	47	10	684	37
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	12	21	29	49	31	12	2	1158	47	10	684	37
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	12	21	29	49	31	12	2	1158	47	10	684	37
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.36	0.64	1.00	0.53	0.34	0.13	1.00	1.92	0.08	1.00	1.90	0.10
Final Sat.:	582	1018	1600	852	539	209	1600	3075	125	1600	3036	164
Capacity Analysis Module:												
Vol/Sat:	0.01	0.02	0.02	0.03	0.06	0.06	0.00	0.38	0.38	0.01	0.23	0.23
Crit Moves:	****			****			****			****		

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Baldwin Park
Existing AM Peak

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #104 Ramona & Badillo

Cycle (sec):	100	Critical Vol./Cap.(X):	0.649
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	44	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1! 0	0	1	0 0 1	0	1	0 1 1	0	1	0 1 1 0
Volume Module:												
Base Vol:	9	2	17	2	0	315	160	589	8	2	785	5
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	9	2	17	2	0	315	160	589	8	2	785	5
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	9	2	17	2	0	315	160	589	8	2	785	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	9	2	17	2	0	315	160	589	8	2	785	5
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	9	2	17	2	0	315	160	589	8	2	785	5
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.32	0.07	0.61	1.00	0.00	1.00	1.00	1.97	0.03	1.00	1.99	0.01
Final Sat.:	514	114	971	1600	0	1600	1600	3157	43	1600	3180	20
Capacity Analysis Module:												
Vol/Sat:	0.01	0.02	0.02	0.00	0.00	0.20	0.10	0.19	0.19	0.00	0.25	0.25
Crit Moves:	****					****	****				****	

Baldwin Park
Existing PM Peak

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #104 Ramona & Badillo

Cycle (sec):	100	Critical Vol./Cap.(X):	0.574
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	38	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	1! 0	0	1 0	0 1	0	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	6	2	9	6	2	241	250	990	11	9	476	4
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	6	2	9	6	2	241	250	990	11	9	476	4
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	6	2	9	6	2	241	250	990	11	9	476	4
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	6	2	9	6	2	241	250	990	11	9	476	4
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	6	2	9	6	2	241	250	990	11	9	476	4
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.35	0.12	0.53	1.00	0.01	0.99	1.00	1.98	0.02	1.00	1.98	0.02
Final Sat.:	565	188	847	1600	13	1587	1600	3165	35	1600	3173	27
Capacity Analysis Module:												
Vol/Sat:	0.00	0.01	0.01	0.00	0.15	0.15	0.16	0.31	0.31	0.01	0.15	0.15
Crit Moves:	****				****			****			****	

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Baldwin Park
Existing AM Peak

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #105 Puente & Badillo

Cycle (sec):	100	Critical Vol./Cap.(X):	0.597
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	40	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1! 0	0	0	1! 0	1	0	1 1 0	1	0	1 1 0
Volume Module:												
Base Vol:	204	94	44	3	107	47	74	349	282	69	681	41
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	204	94	44	3	107	47	74	349	282	69	681	41
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	204	94	44	3	107	47	74	349	282	69	681	41
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	204	94	44	3	107	47	74	349	282	69	681	41
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	204	94	44	3	107	47	74	349	282	69	681	41
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.60	0.27	0.13	0.02	0.68	0.30	1.00	1.11	0.89	1.00	1.89	0.11
Final Sat.:	954	440	206	31	1090	479	1600	1770	1430	1600	3018	182
Capacity Analysis Module:												
Vol/Sat:	0.13	0.21	0.21	0.00	0.10	0.10	0.05	0.20	0.20	0.04	0.23	0.23
Crit Moves:	****				****		****				****	

Baldwin Park
Existing PM Peak

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #105 Puente & Badillo

Cycle (sec):	100	Critical Vol./Cap.(X):	0.666
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	46	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	1! 0	0	0 0	1! 0	0	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	146	81	82	13	97	29	45	891	169	53	365	16
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	146	81	82	13	97	29	45	891	169	53	365	16
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	146	81	82	13	97	29	45	891	169	53	365	16
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	146	81	82	13	97	29	45	891	169	53	365	16
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	146	81	82	13	97	29	45	891	169	53	365	16
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.47	0.26	0.27	0.09	0.70	0.21	1.00	1.68	0.32	1.00	1.92	0.08
Final Sat.:	756	419	425	150	1117	334	1600	2690	510	1600	3066	134
Capacity Analysis Module:												
Vol/Sat:	0.09	0.19	0.19	0.01	0.09	0.09	0.03	0.33	0.33	0.03	0.12	0.12
Crit Moves:		****		****				****		****		

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Baldwin Park
Existing AM Peak

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #106 Maine & Palmrose

Cycle (sec):	100	Critical Vol./Cap.(X):	0.360
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	27	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	1	1 0	1 0	2	0 0	0 0	0	0 0	1 0	0	0 1
Volume Module:												
Base Vol:	0	686	11	37	579	0	0	0	0	12	0	31
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	686	11	37	579	0	0	0	0	12	0	31
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	686	11	37	579	0	0	0	0	12	0	31
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	686	11	37	579	0	0	0	0	12	0	31
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	686	11	37	579	0	0	0	0	12	0	31
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.97	0.03	1.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	3149	51	1600	3200	0	0	0	0	1600	0	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.22	0.22	0.02	0.18	0.00	0.00	0.00	0.00	0.01	0.00	0.02
Crit Moves:		****		****								****

Baldwin Park
Existing PM Peak

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #106 Maine & Palmrose

Cycle (sec):	100	Critical Vol./Cap.(X):	0.382
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	40	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0 1	1 0		1 0	2 0	0	0 0 0	0 0		1 0	0 0	1
Volume Module:												
Base Vol:	0	692	15	32	876	0	0	0	0	14	0	23
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	692	15	32	876	0	0	0	0	14	0	23
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	692	15	32	876	0	0	0	0	14	0	23
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	692	15	32	876	0	0	0	0	14	0	23
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	692	15	32	876	0	0	0	0	14	0	23
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.96	0.04	1.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	3132	68	1600	3200	0	0	0	0	1600	0	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.22	0.22	0.02	0.27	0.00	0.00	0.00	0.00	0.01	0.00	0.01
Crit Moves:					****					****		

Baldwin Park
Existing AM Peak

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #107 Maine & Clark

Cycle (sec):	100	Critical Vol./Cap.(X):	0.560
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	37	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	0 1	0	0 1	0 0	1!	0 0
Volume Module:												
Base Vol:	60	639	13	59	566	45	49	86	59	24	126	152
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	60	639	13	59	566	45	49	86	59	24	126	152
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	60	639	13	59	566	45	49	86	59	24	126	152
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	60	639	13	59	566	45	49	86	59	24	126	152
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	60	639	13	59	566	45	49	86	59	24	126	152
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.96	0.04	1.00	1.85	0.15	0.36	0.64	1.00	0.08	0.42	0.50
Final Sat.:	1600	3136	64	1600	2964	236	581	1019	1600	127	668	805
Capacity Analysis Module:												
Vol/Sat:	0.04	0.20	0.20	0.04	0.19	0.19	0.03	0.08	0.04	0.02	0.19	0.19
Crit Moves:		****			****			****			****	

Baldwin Park
Existing PM Peak

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #107 Maine & Clark

Cycle (sec):	100	Critical Vol./Cap.(X):	0.551
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	36	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	0 1	0	0 1	0 0	1!	0 0
Volume Module:												
Base Vol:	101	551	13	66	800	29	42	89	75	28	75	61
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	101	551	13	66	800	29	42	89	75	28	75	61
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	101	551	13	66	800	29	42	89	75	28	75	61
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	101	551	13	66	800	29	42	89	75	28	75	61
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	101	551	13	66	800	29	42	89	75	28	75	61
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.95	0.05	1.00	1.93	0.07	0.32	0.68	1.00	0.17	0.46	0.37
Final Sat.:	1600	3126	74	1600	3088	112	513	1087	1600	273	732	595
Capacity Analysis Module:												
Vol/Sat:	0.06	0.18	0.18	0.04	0.26	0.26	0.03	0.08	0.05	0.02	0.10	0.10
Crit Moves:	****				****		****				****	

Baldwin Park
Existing AM Peak

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #108 Maine & Los Angeles

Cycle (sec):	100	Critical Vol./Cap.(X):	0.662
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	46	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	148	655	24	49	487	101	120	290	119	63	605	71
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	148	655	24	49	487	101	120	290	119	63	605	71
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	148	655	24	49	487	101	120	290	119	63	605	71
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	148	655	24	49	487	101	120	290	119	63	605	71
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	148	655	24	49	487	101	120	290	119	63	605	71
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.93	0.07	1.00	1.66	0.34	1.00	1.42	0.58	1.00	1.79	0.21
Final Sat.:	1600	3087	113	1600	2650	550	1600	2269	931	1600	2864	336
Capacity Analysis Module:												
Vol/Sat:	0.09	0.21	0.21	0.03	0.18	0.18	0.08	0.13	0.13	0.04	0.21	0.21
Crit Moves:	****				****		****				****	

Baldwin Park
Existing PM Peak

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #108 Maine & Los Angeles

Cycle (sec):	100	Critical Vol./Cap.(X):	0.712
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	51	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	137	532	48	63	640	56	116	722	183	41	233	46
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	137	532	48	63	640	56	116	722	183	41	233	46
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	137	532	48	63	640	56	116	722	183	41	233	46
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	137	532	48	63	640	56	116	722	183	41	233	46
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	137	532	48	63	640	56	116	722	183	41	233	46
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.83	0.17	1.00	1.84	0.16	1.00	1.60	0.40	1.00	1.67	0.33
Final Sat.:	1600	2935	265	1600	2943	257	1600	2553	647	1600	2672	528
Capacity Analysis Module:												
Vol/Sat:	0.09	0.18	0.18	0.04	0.22	0.22	0.07	0.28	0.28	0.03	0.09	0.09
Crit Moves:	****				****			****			****	

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Baldwin Park
Existing AM Peak

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #109 Pacific & Bogart

Average Delay (sec/veh): 0.4 Worst Case Level Of Service: C[20.4]

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Uncontrolled						Uncontrolled						Stop Sign						Stop Sign					
Rights:	Include						Include						Include						Include					
Lanes:	0	1	0	1	0		1	0	1	1	0		0	0	1!	0	0		0	0	1!	0	0	
Volume Module:																								
Base Vol:	0	826		28			22	698		2			2		0		2		4		2		11	
Growth Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00		1.00		1.00		1.00		1.00		1.00	
Initial Bse:	0	826		28			22	698		2			2		0		2		4		2		11	
User Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00		1.00		1.00		1.00		1.00		1.00	
PHF Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00		1.00		1.00		1.00		1.00		1.00	
PHF Volume:	0	826		28			22	698		2			2		0		2		4		2		11	
Reduct Vol:	0	0		0			0	0		0			0		0		0		0		0		0	
FinalVolume:	0	826		28			22	698		2			2		0		2		4		2		11	
Critical Gap Module:																								
Critical Gp:	xxxxx	xxxx	xxxxx				4.1	xxxx	xxxxx				7.5	6.5			6.9		7.5	6.5			6.9	
FollowUpTim:	xxxxx	xxxx	xxxxx				2.2	xxxx	xxxxx				3.5	4.0			3.3		3.5	4.0			3.3	
Capacity Module:																								
Cnflict Vol:	xxxx	xxxx	xxxxx				854	xxxx	xxxxx				1157	1597			350		1233	1584			427	
Potent Cap.:	xxxx	xxxx	xxxxx				794	xxxx	xxxxx				154	108			652		135	110			582	
Move Cap.:	xxxx	xxxx	xxxxx				794	xxxx	xxxxx				146	105			652		132	107			582	
Volume/Cap:	xxxx	xxxx	xxxx				0.03	xxxx	xxxx				0.01	0.00			0.00		0.03	0.02			0.02	
Level Of Service Module:																								
2Way95thQ:	xxxx	xxxx	xxxxx				0.1	xxxx	xxxxx				xxxx	xxxx	xxxxx				xxxx	xxxx	xxxxx			
Control Del:	xxxxx	xxxx	xxxxx				9.7	xxxx	xxxxx				xxxxx	xxxx	xxxxx				xxxxx	xxxx	xxxxx			
LOS by Move:	*	*	*				A	*	*				*	*	*				*	*	*			
Movement:	LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT	
Shared Cap.:	xxxx	xxxx	xxxxx				xxxx	xxxx	xxxxx				xxxx	238	xxxxx				xxxx	250	xxxxx			
SharedQueue:	0.0	xxxx	xxxxx				xxxxx	xxxx	xxxxx				xxxxx	0.1	xxxxx				xxxxx	0.2	xxxxx			
Shrd ConDel:	7.2	xxxx	xxxxx				xxxxx	xxxx	xxxxx				xxxxx	20.4	xxxxx				xxxxx	20.4	xxxxx			
Shared LOS:	A	*	*				*	*	*				*	C	*				*	C	*			
ApproachDel:	xxxxxx						xxxxxx						20.4						20.4					
ApproachLOS:	*						*						C						C					

Note: Queue reported is the number of cars per lane.

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Baldwin Park
Existing PM Peak

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #109 Pacific & Bogart

Average Delay (sec/veh): 1.4 Worst Case Level Of Service: E[36.0]

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Uncontrolled						Uncontrolled						Stop Sign						Stop Sign					
Rights:	Include						Include						Include						Include					
Lanes:	0	1	0	1	0		1	0	1	1	0		0	0	1!	0	0		0	0	1!	0	0	
Volume Module:																								
Base Vol:	0	723		38			40	1025		7			3		0		5		31		0		24	
Growth Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00		1.00		1.00		1.00		1.00		1.00	
Initial Bse:	0	723		38			40	1025		7			3		0		5		31		0		24	
User Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00		1.00		1.00		1.00		1.00		1.00	
PHF Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00		1.00		1.00		1.00		1.00		1.00	
PHF Volume:	0	723		38			40	1025		7			3		0		5		31		0		24	
Reduct Vol:	0	0		0			0	0		0			0		0		0		0		0		0	
FinalVolume:	0	723		38			40	1025		7			3		0		5		31		0		24	
Critical Gap Module:																								
Critical Gp:	xxxxx	xxxx		xxxxx			4.1	xxxx		xxxxx			7.5		6.5		6.9		7.5		6.5		6.9	
FollowUpTim:	xxxxx	xxxx		xxxxx			2.2	xxxx		xxxxx			3.5		4.0		3.3		3.5		4.0		3.3	
Capacity Module:																								
Cnflict Vol:	xxxx	xxxx		xxxxx			761	xxxx		xxxxx			1470		1870		516		1335		1854		381	
Potent Cap.:	xxxx	xxxx		xxxxx			860	xxxx		xxxxx			90		73		509		114		75		623	
Move Cap.:	xxxx	xxxx		xxxxx			860	xxxx		xxxxx			84		70		509		109		71		623	
Volume/Cap:	xxxx	xxxx		xxxx			0.05	xxxx		xxxx			0.04		0.00		0.01		0.29		0.00		0.04	
Level Of Service Module:																								
2Way95thQ:	xxxx	xxxx		xxxxx			0.1	xxxx		xxxxx			xxxx		xxxx		xxxxx		xxxx		xxxx		xxxxx	
Control Del:	xxxxx	xxxx		xxxxx			9.4	xxxx		xxxxx			xxxxx		xxxx		xxxxx		xxxxx		xxxx		xxxxx	
LOS by Move:	*		*		*		A		*		*		*		*		*		*		*		*	
Movement:	LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT	
Shared Cap.:	xxxx	xxxx		xxxxx			xxxx	xxxx		xxxxx			xxxx		175		xxxxx		xxxx		170		xxxxx	
SharedQueue:	0.0	xxxx		xxxxx			xxxxx	xxxx		xxxxx			xxxxx		0.1		xxxxx		xxxxx		1.3		xxxxx	
Shrd ConDel:	7.2	xxxx		xxxxx			xxxxx	xxxx		xxxxx			xxxxx		26.5		xxxxx		xxxxx		36.0		xxxxx	
Shared LOS:	A	*		*			*	*		*			*		D		*		*		E		*	
ApproachDel:	xxxxxx						xxxxxx						26.5						36.0					
ApproachLOS:	*						*						D						E					

Note: Queue reported is the number of cars per lane.

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Baldwin Park
Existing AM Peak

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #110 Pacific & Downing

Cycle (sec):	100	Critical Vol./Cap.(X):	0.472
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	32	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	0 0	1!	0 0	0 0	1!	0 0
Volume Module:												
Base Vol:	13	761	46	34	634	36	36	8	10	56	16	49
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	13	761	46	34	634	36	36	8	10	56	16	49
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	13	761	46	34	634	36	36	8	10	56	16	49
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	13	761	46	34	634	36	36	8	10	56	16	49
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	13	761	46	34	634	36	36	8	10	56	16	49
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.89	0.11	1.00	1.89	0.11	0.67	0.15	0.18	0.47	0.13	0.40
Final Sat.:	1600	3018	182	1600	3028	172	1067	237	296	740	212	648
Capacity Analysis Module:												
Vol/Sat:	0.01	0.25	0.25	0.02	0.21	0.21	0.02	0.03	0.03	0.04	0.08	0.08
Crit Moves:		****			****			****			****	

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Baldwin Park
Existing PM Peak

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #110 Pacific & Downing

Cycle (sec):	100	Critical Vol./Cap.(X):	0.508
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	34	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	0 0	1!	0 0	0 0	1!	0 0
Volume Module:												
Base Vol:	6	714	41	50	987	9	13	4	5	85	1	50
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	6	714	41	50	987	9	13	4	5	85	1	50
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	6	714	41	50	987	9	13	4	5	85	1	50
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	6	714	41	50	987	9	13	4	5	85	1	50
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	6	714	41	50	987	9	13	4	5	85	1	50
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.89	0.11	1.00	1.98	0.02	0.59	0.18	0.23	0.62	0.01	0.37
Final Sat.:	1600	3026	174	1600	3171	29	945	291	364	1000	12	588
Capacity Analysis Module:												
Vol/Sat:	0.00	0.24	0.24	0.03	0.31	0.31	0.01	0.01	0.01	0.05	0.08	0.09
Crit Moves:	****				****		****					****

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Baldwin Park
Existing AM Peak

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #111 Pacific & Big Dalton

Cycle (sec):	100	Critical Vol./Cap.(X):	0.535
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	35	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	0 0	1!	0 0	0 0	1!	0 0
Volume Module:												
Base Vol:	77	770	1	7	658	77	162	4	83	3	0	6
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	77	770	1	7	658	77	162	4	83	3	0	6
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	77	770	1	7	658	77	162	4	83	3	0	6
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	77	770	1	7	658	77	162	4	83	3	0	6
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	77	770	1	7	658	77	162	4	83	3	0	6
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.99	0.01	1.00	1.79	0.21	0.65	0.02	0.33	0.33	0.00	0.67
Final Sat.:	1600	3196	4	1600	2865	335	1041	26	533	533	0	1067
Capacity Analysis Module:												
Vol/Sat:	0.05	0.24	0.24	0.00	0.23	0.23	0.10	0.16	0.16	0.00	0.00	0.01
Crit Moves:	****				****			****			****	

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Baldwin Park
Existing PM Peak

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #111 Pacific & Big Dalton

Cycle (sec):	100	Critical Vol./Cap.(X):	0.577
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	38	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	0 0	1!	0 0	0 0	0	0 1
Volume Module:												
Base Vol:	49	654	0	4	947	93	99	4	91	0	0	1
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	49	654	0	4	947	93	99	4	91	0	0	1
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	49	654	0	4	947	93	99	4	91	0	0	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	49	654	0	4	947	93	99	4	91	0	0	1
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	49	654	0	4	947	93	99	4	91	0	0	1
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	1.00	1.82	0.18	0.51	0.02	0.47	0.00	0.00	1.00
Final Sat.:	1600	3200	0	1600	2914	286	816	33	751	0	0	1600
Capacity Analysis Module:												
Vol/Sat:	0.03	0.20	0.00	0.00	0.33	0.32	0.06	0.12	0.12	0.00	0.00	0.00
Crit Moves:	****				****			****			****	

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Baldwin Park
Existing AM Peak

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #112 Cesar Chaez & Ramona

Cycle (sec):	100	Critical Vol./Cap.(X):	0.424
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	30	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0	0	0	0	1!	0	0	1	0	2	0	0	0	0	1	1	0
Volume Module:												
Base Vol:	0	0	0	10	0	34	49	686	0	0	844	7
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	10	0	34	49	686	0	0	844	7
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	10	0	34	49	686	0	0	844	7
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	10	0	34	49	686	0	0	844	7
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	10	0	34	49	686	0	0	844	7
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.23	0.00	0.77	1.00	2.00	0.00	0.00	1.98	0.02
Final Sat.:	0	0	0	364	0	1236	1600	3200	0	0	3174	26
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.01	0.00	0.03	0.03	0.21	0.00	0.00	0.27	0.27
Crit Moves:						****	****				****	

Baldwin Park
Existing PM Peak

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #112 Cesar Chaez & Ramona

Cycle (sec):	100	Critical Vol./Cap.(X):	0.539
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	68	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	0 0	0	0 0	1! 0	0	1 0	2 0	0	0 0	1 1	0
Volume Module:												
Base Vol:	0	0	0	22	0	54	57	1252	0	0	842	14
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	22	0	54	57	1252	0	0	842	14
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	22	0	54	57	1252	0	0	842	14
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	22	0	54	57	1252	0	0	842	14
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	22	0	54	57	1252	0	0	842	14
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.29	0.00	0.71	1.00	2.00	0.00	0.00	1.97	0.03
Final Sat.:	0	0	0	463	0	1137	1600	3200	0	0	3148	52
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.01	0.00	0.05	0.04	0.39	0.00	0.00	0.27	0.27
Crit Moves:						****		****				

Baldwin Park
Existing AM Peak

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #113 Baldwin Park & Ramona

Cycle (sec):	100	Critical Vol./Cap.(X):	0.555
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	37	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	85	396	112	92	390	126	114	566	10	102	612	36
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	85	396	112	92	390	126	114	566	10	102	612	36
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	85	396	112	92	390	126	114	566	10	102	612	36
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	85	396	112	92	390	126	114	566	10	102	612	36
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	85	396	112	92	390	126	114	566	10	102	612	36
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.97	0.03	1.00	1.89	0.11
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	3144	56	1600	3022	178
Capacity Analysis Module:												
Vol/Sat:	0.05	0.12	0.07	0.06	0.12	0.08	0.07	0.18	0.18	0.06	0.20	0.20
Crit Moves:		****			****			****			****	

Baldwin Park
Existing PM Peak

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #113 Baldwin Park & Ramona

Cycle (sec):	100	Critical Vol./Cap.(X):	0.784
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	63	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	77	371	216	181	426	84	132	966	46	191	561	67
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	77	371	216	181	426	84	132	966	46	191	561	67
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	77	371	216	181	426	84	132	966	46	191	561	67
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	77	371	216	181	426	84	132	966	46	191	561	67
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	77	371	216	181	426	84	132	966	46	191	561	67
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.91	0.09	1.00	1.79	0.21
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	3055	145	1600	2859	341
Capacity Analysis Module:												
Vol/Sat:	0.05	0.12	0.14	0.11	0.13	0.05	0.08	0.32	0.32	0.12	0.20	0.20
Crit Moves:			****	****				****		****		

Baldwin Park
Existing AM Peak

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #114 Stewart & Ramona

Cycle (sec):	100	Critical Vol./Cap.(X):	0.561
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	37	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0 1!	0	0	0 1!	0	1	0 1	1 0	1	0 1	1 0
Volume Module:												
Base Vol:	77	106	105	31	67	50	50	551	41	56	729	7
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	77	106	105	31	67	50	50	551	41	56	729	7
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	77	106	105	31	67	50	50	551	41	56	729	7
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	77	106	105	31	67	50	50	551	41	56	729	7
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	77	106	105	31	67	50	50	551	41	56	729	7
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.27	0.37	0.36	0.21	0.45	0.34	1.00	1.86	0.14	1.00	1.98	0.02
Final Sat.:	428	589	583	335	724	541	1600	2978	222	1600	3170	30
Capacity Analysis Module:												
Vol/Sat:	0.05	0.18	0.18	0.02	0.09	0.09	0.03	0.18	0.19	0.04	0.23	0.23
Crit Moves:		****			****			****			****	

Baldwin Park
Existing PM Peak

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #114 Stewart & Ramona

Cycle (sec):	100	Critical Vol./Cap.(X):	0.596
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	40	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	1! 0	0	0 0	1! 0	0	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	40	85	67	25	80	37	100	948	40	82	489	23
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	40	85	67	25	80	37	100	948	40	82	489	23
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	40	85	67	25	80	37	100	948	40	82	489	23
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	85	67	25	80	37	100	948	40	82	489	23
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	40	85	67	25	80	37	100	948	40	82	489	23
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.21	0.44	0.35	0.18	0.56	0.26	1.00	1.92	0.08	1.00	1.91	0.09
Final Sat.:	333	708	558	282	901	417	1600	3070	130	1600	3056	144
Capacity Analysis Module:												
Vol/Sat:	0.03	0.12	0.12	0.02	0.09	0.09	0.06	0.31	0.31	0.05	0.16	0.16
Crit Moves:		****			****			****			****	

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Baldwin Park
Existing AM Peak

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #115 Merced & Ramona

Cycle (sec):	100	Critical Vol./Cap.(X):	0.648
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	44	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	139	263	52	72	281	122	108	520	46	29	813	45
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	139	263	52	72	281	122	108	520	46	29	813	45
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	139	263	52	72	281	122	108	520	46	29	813	45
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	139	263	52	72	281	122	108	520	46	29	813	45
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	139	263	52	72	281	122	108	520	46	29	813	45
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.67	0.33	1.00	1.39	0.61	1.00	1.84	0.16	1.00	1.90	0.10
Final Sat.:	1600	2672	528	1600	2231	969	1600	2940	260	1600	3032	168
Capacity Analysis Module:												
Vol/Sat:	0.09	0.10	0.10	0.05	0.13	0.13	0.07	0.18	0.18	0.02	0.27	0.27
Crit Moves:	****				****		****				****	

Baldwin Park
Existing PM Peak

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #115 Merced & Ramona

Cycle (sec):	100	Critical Vol./Cap.(X):	0.624
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	42	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	37	266	62	62	300	41	113	978	132	57	473	68
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	37	266	62	62	300	41	113	978	132	57	473	68
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	37	266	62	62	300	41	113	978	132	57	473	68
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	37	266	62	62	300	41	113	978	132	57	473	68
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	37	266	62	62	300	41	113	978	132	57	473	68
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.62	0.38	1.00	1.76	0.24	1.00	1.76	0.24	1.00	1.75	0.25
Final Sat.:	1600	2595	605	1600	2815	385	1600	2819	381	1600	2798	402
Capacity Analysis Module:												
Vol/Sat:	0.02	0.10	0.10	0.04	0.11	0.11	0.07	0.35	0.35	0.04	0.17	0.17
Crit Moves:		****			****			****			****	

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Baldwin Park
Existing AM Peak

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #116 Merced & Baldwin Park

Cycle (sec):	100	Critical Vol./Cap.(X):	0.595
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	40	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	184	418	191	50	298	103	98	434	72	155	592	44
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	184	418	191	50	298	103	98	434	72	155	592	44
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	184	418	191	50	298	103	98	434	72	155	592	44
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	184	418	191	50	298	103	98	434	72	155	592	44
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	184	418	191	50	298	103	98	434	72	155	592	44
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.37	0.63	1.00	1.49	0.51	1.00	1.72	0.28	1.00	1.86	0.14
Final Sat.:	1600	2196	1004	1600	2378	822	1600	2745	455	1600	2979	221
Capacity Analysis Module:												
Vol/Sat:	0.12	0.19	0.19	0.03	0.13	0.13	0.06	0.16	0.16	0.10	0.20	0.20
Crit Moves:	****				****			****			****	

Baldwin Park
Existing PM Peak

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #116 Merced & Baldwin Park

Cycle (sec):	100	Critical Vol./Cap.(X):	0.684
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	48	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	75	312	166	31	391	91	100	688	116	217	535	32
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	75	312	166	31	391	91	100	688	116	217	535	32
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	75	312	166	31	391	91	100	688	116	217	535	32
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	75	312	166	31	391	91	100	688	116	217	535	32
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	75	312	166	31	391	91	100	688	116	217	535	32
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.31	0.69	1.00	1.62	0.38	1.00	1.71	0.29	1.00	1.89	0.11
Final Sat.:	1600	2089	1111	1600	2596	604	1600	2738	462	1600	3019	181
Capacity Analysis Module:												
Vol/Sat:	0.05	0.15	0.15	0.02	0.15	0.15	0.06	0.25	0.25	0.14	0.18	0.18
Crit Moves:	****				****			****			****	

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Appendix B-2

LOS Calculation Sheets

Future Without Project Conditions

Baldwin Park - FWOP - AM

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #101 Maine & Ramona

Cycle (sec):	100	Critical Vol./Cap.(X):	0.732
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	54	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	88	548	42	88	416	67	115	476	140	88	728	102
Growth Adj:	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09
Initial Bse:	96	596	46	96	452	73	125	518	152	96	792	111
Added Vol:	14	22	0	0	15	0	0	9	8	0	14	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	110	618	46	96	467	73	125	527	160	96	806	111
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	110	618	46	96	467	73	125	527	160	96	806	111
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	110	618	46	96	467	73	125	527	160	96	806	111
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	110	618	46	96	467	73	125	527	160	96	806	111
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.86	0.14	1.00	1.73	0.27	1.00	1.53	0.47	1.00	1.76	0.24
Final Sat.:	1600	2980	220	1600	2768	432	1600	2453	747	1600	2813	387
Capacity Analysis Module:												
Vol/Sat:	0.07	0.21	0.21	0.06	0.17	0.17	0.08	0.21	0.21	0.06	0.29	0.29
Crit Moves:		****			****			****			****	

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Baldwin Park - FWOP - PM

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #101 Maine & Ramona

Cycle (sec):	100	Critical Vol./Cap.(X):	0.955
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	138	Level Of Service:	E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	111	457	72	116	617	110	161	1017	186	129	635	100
Growth Adj:	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09
Initial Bse:	121	497	78	126	671	120	175	1106	202	140	690	109
Added Vol:	16	41	0	0	44	0	0	20	19	0	20	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	137	538	78	126	715	120	175	1126	221	140	710	109
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	137	538	78	126	715	120	175	1126	221	140	710	109
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	137	538	78	126	715	120	175	1126	221	140	710	109
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	137	538	78	126	715	120	175	1126	221	140	710	109
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.75	0.25	1.00	1.71	0.29	1.00	1.67	0.33	1.00	1.73	0.27
Final Sat.:	1600	2793	407	1600	2741	459	1600	2674	526	1600	2775	425
Capacity Analysis Module:												
Vol/Sat:	0.09	0.19	0.19	0.08	0.26	0.26	0.11	0.42	0.42	0.09	0.26	0.26
Crit Moves:	****				****			****			****	

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Baldwin Park - FWOP - AM

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #102 Bogart & Ramona

Cycle (sec):	100	Critical Vol./Cap.(X):	0.550
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	36	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	0	1 0	1 0	0	1 0	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	2	24	6	146	21	12	21	520	6	67	703	209
Growth Adj:	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09
Initial Bse:	2	26	7	159	23	13	23	565	7	73	764	227
Added Vol:	0	0	3	0	0	0	0	9	0	1	14	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	2	26	10	159	23	13	23	574	7	74	778	227
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	2	26	10	159	23	13	23	574	7	74	778	227
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	2	26	10	159	23	13	23	574	7	74	778	227
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	2	26	10	159	23	13	23	574	7	74	778	227
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.73	0.27	1.00	0.64	0.36	1.00	1.98	0.02	1.00	1.55	0.45
Final Sat.:	1600	1172	428	1600	1018	582	1600	3164	36	1600	2477	723
Capacity Analysis Module:												
Vol/Sat:	0.00	0.02	0.02	0.10	0.02	0.02	0.01	0.18	0.18	0.05	0.31	0.31
Crit Moves:		****		****			****				****	

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Baldwin Park - FWOP - PM

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #102 Bogart & Ramona

Cycle (sec):	100	Critical Vol./Cap.(X):	0.625
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	42	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	0	1 0	1 0	0	1 0	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	13	38	13	166	12	45	41	1045	12	13	627	92
Growth Adj:	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09
Initial Bse:	14	41	14	181	13	49	45	1136	13	14	682	100
Added Vol:	0	0	2	0	0	0	0	20	0	4	20	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	14	41	16	181	13	49	45	1156	13	18	702	100
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	14	41	16	181	13	49	45	1156	13	18	702	100
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	14	41	16	181	13	49	45	1156	13	18	702	100
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	14	41	16	181	13	49	45	1156	13	18	702	100
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.72	0.28	1.00	0.21	0.79	1.00	1.98	0.02	1.00	1.75	0.25
Final Sat.:	1600	1151	449	1600	337	1263	1600	3164	36	1600	2801	399
Capacity Analysis Module:												
Vol/Sat:	0.01	0.04	0.04	0.11	0.04	0.04	0.03	0.37	0.37	0.01	0.25	0.25
Crit Moves:		****		****				****		****		

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Baldwin Park - FWOP - AM

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #103 Downing & Ramona

Cycle (sec):	100	Critical Vol./Cap.(X):	0.600
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	40	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 1	0	0 1	0	0 1!	0	0	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	28	60	31	109	47	9	3	617	36	51	963	95
Growth Adj:	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09
Initial Bse:	30	65	34	119	51	10	3	671	39	55	1047	103
Added Vol:	0	0	0	0	0	0	0	12	0	0	15	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	30	65	34	119	51	10	3	683	39	55	1062	103
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	30	65	34	119	51	10	3	683	39	55	1062	103
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	65	34	119	51	10	3	683	39	55	1062	103
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	30	65	34	119	51	10	3	683	39	55	1062	103
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.32	0.68	1.00	0.67	0.28	0.05	1.00	1.89	0.11	1.00	1.82	0.18
Final Sat.:	509	1091	1600	1057	456	87	1600	3027	173	1600	2916	284
Capacity Analysis Module:												
Vol/Sat:	0.02	0.06	0.02	0.07	0.11	0.11	0.00	0.23	0.23	0.03	0.36	0.36
Crit Moves:		****		****			****				****	

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Baldwin Park - FWOP - PM

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #103 Downing & Ramona

Cycle (sec):	100	Critical Vol./Cap.(X):	0.594
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	40	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 1	0	0 1	0	0 1!	0	0	1 0	1 1	0	1 0	1 1 0
Volume Module:												
Base Vol:	12	21	29	49	31	12	2	1158	47	10	684	37
Growth Adj:	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09
Initial Bse:	13	23	32	53	34	13	2	1259	51	11	744	40
Added Vol:	0	0	0	0	0	0	0	22	0	0	23	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	13	23	32	53	34	13	2	1281	51	11	767	40
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	13	23	32	53	34	13	2	1281	51	11	767	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	13	23	32	53	34	13	2	1281	51	11	767	40
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	13	23	32	53	34	13	2	1281	51	11	767	40
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.36	0.64	1.00	0.53	0.34	0.13	1.00	1.92	0.08	1.00	1.90	0.10
Final Sat.:	582	1018	1600	852	539	209	1600	3077	123	1600	3040	160
Capacity Analysis Module:												
Vol/Sat:	0.01	0.02	0.02	0.03	0.06	0.06	0.00	0.42	0.42	0.01	0.25	0.25
Crit Moves:	****				****			****			****	

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Baldwin Park - FWOP - AM

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #104 Ramona & Badillo

Cycle (sec):	100	Critical Vol./Cap.(X):	0.706
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	51	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	1! 0	0	1 0	0 1	0	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	9	2	17	2	0	315	160	589	8	2	785	5
Growth Adj:	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09
Initial Bse:	10	2	18	2	0	343	174	640	9	2	854	5
Added Vol:	0	0	0	0	0	7	2	11	0	0	8	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	10	2	18	2	0	350	176	651	9	2	862	5
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	10	2	18	2	0	350	176	651	9	2	862	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	2	18	2	0	350	176	651	9	2	862	5
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	10	2	18	2	0	350	176	651	9	2	862	5
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.32	0.07	0.61	1.00	0.00	1.00	1.00	1.97	0.03	1.00	1.99	0.01
Final Sat.:	514	114	971	1600	0	1600	1600	3158	42	1600	3180	20
Capacity Analysis Module:												
Vol/Sat:	0.01	0.02	0.02	0.00	0.00	0.22	0.11	0.21	0.21	0.00	0.27	0.27
Crit Moves:	****					****	****				****	

Baldwin Park - FWOP - PM

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #104 Ramona & Badillo

Cycle (sec):	100	Critical Vol./Cap.(X):	0.622
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	42	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	1! 0	0	1 0	0 1	0	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	6	2	9	6	2	241	250	990	11	9	476	4
Growth Adj:	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09
Initial Bse:	7	2	10	7	2	262	272	1077	12	10	518	4
Added Vol:	0	0	0	0	0	3	7	15	0	0	20	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	7	2	10	7	2	265	279	1092	12	10	538	4
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	7	2	10	7	2	265	279	1092	12	10	538	4
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	7	2	10	7	2	265	279	1092	12	10	538	4
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	7	2	10	7	2	265	279	1092	12	10	538	4
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.35	0.12	0.53	1.00	0.01	0.99	1.00	1.98	0.02	1.00	1.98	0.02
Final Sat.:	565	188	847	1600	13	1587	1600	3165	35	1600	3174	26
Capacity Analysis Module:												
Vol/Sat:	0.00	0.01	0.01	0.00	0.17	0.17	0.17	0.34	0.34	0.01	0.17	0.17
Crit Moves:	****				****			****			****	

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Baldwin Park - FWOP - AM

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #105 Puente & Badillo

Cycle (sec):	100	Critical Vol./Cap.(X):	0.644
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	44	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	1! 0	0	0 0	1! 0	0	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	204	94	44	3	107	47	74	349	282	69	681	41
Growth Adj:	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09
Initial Bse:	222	102	48	3	116	51	80	380	307	75	741	45
Added Vol:	0	1	0	0	1	0	0	11	0	0	8	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	222	103	48	3	117	51	80	391	307	75	749	45
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	222	103	48	3	117	51	80	391	307	75	749	45
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	222	103	48	3	117	51	80	391	307	75	749	45
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	222	103	48	3	117	51	80	391	307	75	749	45
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.59	0.28	0.13	0.02	0.68	0.30	1.00	1.12	0.88	1.00	1.89	0.11
Final Sat.:	952	443	205	30	1093	476	1600	1792	1408	1600	3020	180
Capacity Analysis Module:												
Vol/Sat:	0.14	0.23	0.23	0.00	0.11	0.11	0.05	0.22	0.22	0.05	0.25	0.25
Crit Moves:	****				****		****				****	

Baldwin Park - FWOP - PM

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #105 Puente & Badillo

Cycle (sec):	100	Critical Vol./Cap.(X):	0.721
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	53	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	1! 0	0	0 0	1! 0	0	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	146	81	82	13	97	29	45	891	169	53	365	16
Growth Adj:	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09
Initial Bse:	159	88	89	14	105	32	49	969	184	58	397	17
Added Vol:	0	2	0	0	2	0	0	15	0	0	20	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	159	90	89	14	107	32	49	984	184	58	417	17
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	159	90	89	14	107	32	49	984	184	58	417	17
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	159	90	89	14	107	32	49	984	184	58	417	17
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	159	90	89	14	107	32	49	984	184	58	417	17
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.47	0.27	0.26	0.09	0.70	0.21	1.00	1.69	0.31	1.00	1.92	0.08
Final Sat.:	752	426	422	148	1123	329	1600	2696	504	1600	3072	128
Capacity Analysis Module:												
Vol/Sat:	0.10	0.21	0.21	0.01	0.10	0.10	0.03	0.36	0.36	0.04	0.14	0.14
Crit Moves:		****		****				****		****		

Baldwin Park - FWOP - AM

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #106 Maine & Palmrose

Cycle (sec):	100	Critical Vol./Cap.(X):	0.390
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	28	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	1 1	0	1 0	2 0	0	0 0	0 0	0	1 0	0 0	1
Volume Module:												
Base Vol:	0	686	11	37	579	0	0	0	0	12	0	31
Growth Adj:	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09
Initial Bse:	0	746	12	40	630	0	0	0	0	13	0	34
Added Vol:	0	22	0	0	15	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	768	12	40	645	0	0	0	0	13	0	34
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	768	12	40	645	0	0	0	0	13	0	34
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	768	12	40	645	0	0	0	0	13	0	34
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	768	12	40	645	0	0	0	0	13	0	34
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.97	0.03	1.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	3151	49	1600	3200	0	0	0	0	1600	0	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.24	0.24	0.03	0.20	0.00	0.00	0.00	0.00	0.01	0.00	0.02
Crit Moves:		****		****								****

Baldwin Park - FWOP - PM

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #106 Maine & Palmrose

Cycle (sec):	100	Critical Vol./Cap.(X):	0.427
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	48	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0 1	1 0		1 0	2 0	0	0 0	0 0	0	1 0	0 0	1
Volume Module:												
Base Vol:	0	692	15	32	876	0	0	0	0	14	0	23
Growth Adj:	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09
Initial Bse:	0	752	16	35	953	0	0	0	0	15	0	25
Added Vol:	0	41	0	0	44	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	793	16	35	997	0	0	0	0	15	0	25
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	793	16	35	997	0	0	0	0	15	0	25
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	793	16	35	997	0	0	0	0	15	0	25
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	793	16	35	997	0	0	0	0	15	0	25
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.96	0.04	1.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	3136	64	1600	3200	0	0	0	0	1600	0	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.25	0.25	0.02	0.31	0.00	0.00	0.00	0.00	0.01	0.00	0.02
Crit Moves:					****							****

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Baldwin Park - FWOP - AM

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #107 Maine & Clark

Cycle (sec):	100	Critical Vol./Cap.(X):	0.607
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	41	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	0 1	0	0 1	0 0	1!	0 0
Volume Module:												
Base Vol:	60	639	13	59	566	45	49	86	59	24	126	152
Growth Adj:	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09
Initial Bse:	65	695	14	64	615	49	53	94	64	26	137	165
Added Vol:	0	22	0	0	15	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	65	717	14	64	630	49	53	94	64	26	137	165
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	65	717	14	64	630	49	53	94	64	26	137	165
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	65	717	14	64	630	49	53	94	64	26	137	165
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	65	717	14	64	630	49	53	94	64	26	137	165
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.96	0.04	1.00	1.86	0.14	0.36	0.64	1.00	0.08	0.42	0.50
Final Sat.:	1600	3138	62	1600	2970	230	581	1019	1600	127	668	805
Capacity Analysis Module:												
Vol/Sat:	0.04	0.23	0.23	0.04	0.21	0.21	0.03	0.09	0.04	0.02	0.21	0.21
Crit Moves:		****			****			****			****	

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Baldwin Park - FWOP - PM

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #107 Maine & Clark

Cycle (sec):	100	Critical Vol./Cap.(X):	0.604
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	40	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	0 1	0	0 1	0 0	1!	0 0
Volume Module:												
Base Vol:	101	551	13	66	800	29	42	89	75	28	75	61
Growth Adj:	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09
Initial Bse:	110	599	14	72	870	32	46	97	82	30	82	66
Added Vol:	0	41	0	0	44	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	110	640	14	72	914	32	46	97	82	30	82	66
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	110	640	14	72	914	32	46	97	82	30	82	66
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	110	640	14	72	914	32	46	97	82	30	82	66
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	110	640	14	72	914	32	46	97	82	30	82	66
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.96	0.04	1.00	1.93	0.07	0.32	0.68	1.00	0.17	0.46	0.37
Final Sat.:	1600	3131	69	1600	3093	107	513	1087	1600	273	732	595
Capacity Analysis Module:												
Vol/Sat:	0.07	0.20	0.20	0.04	0.30	0.30	0.03	0.09	0.05	0.02	0.11	0.11
Crit Moves:	****				****		****				****	

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Baldwin Park - FWOP - AM

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #108 Maine & Los Angeles

Cycle (sec):	100	Critical Vol./Cap.(X):	0.717
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	52	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	148	655	24	49	487	101	120	290	119	63	605	71
Growth Adj:	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09
Initial Bse:	161	712	26	53	530	110	130	315	129	69	658	77
Added Vol:	0	22	0	0	15	0	0	4	0	0	3	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	161	734	26	53	545	110	130	319	129	69	661	77
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	161	734	26	53	545	110	130	319	129	69	661	77
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	161	734	26	53	545	110	130	319	129	69	661	77
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	161	734	26	53	545	110	130	319	129	69	661	77
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.93	0.07	1.00	1.66	0.34	1.00	1.42	0.58	1.00	1.79	0.21
Final Sat.:	1600	3090	110	1600	2663	537	1600	2277	923	1600	2865	335
Capacity Analysis Module:												
Vol/Sat:	0.10	0.24	0.24	0.03	0.20	0.20	0.08	0.14	0.14	0.04	0.23	0.23
Crit Moves:	****				****		****				****	

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Baldwin Park - FWOP - PM

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #108 Maine & Los Angeles

Cycle (sec):	100	Critical Vol./Cap.(X):	0.779
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	62	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1 1	0	1 0	1 1	0	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	137	532	48	63	640	56	116	722	183	41	233	46
Growth Adj:	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09
Initial Bse:	149	578	52	69	696	61	126	785	199	45	253	50
Added Vol:	0	41	0	0	44	0	0	2	0	0	2	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	149	619	52	69	740	61	126	787	199	45	255	50
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	149	619	52	69	740	61	126	787	199	45	255	50
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	149	619	52	69	740	61	126	787	199	45	255	50
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	149	619	52	69	740	61	126	787	199	45	255	50
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.84	0.16	1.00	1.85	0.15	1.00	1.60	0.40	1.00	1.67	0.33
Final Sat.:	1600	2951	249	1600	2957	243	1600	2554	646	1600	2676	524
Capacity Analysis Module:												
Vol/Sat:	0.09	0.21	0.21	0.04	0.25	0.25	0.08	0.31	0.31	0.03	0.10	0.10
Crit Moves:	****				****			****			****	

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Baldwin Park - FWOP - AM

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #109 Pacific & Bogart

Cycle (sec):	100	Critical Vol./Cap.(X):	0.443
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	30	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 1	0 1	0	1	0 1	1 0	0	0	1! 0	0	0	1! 0 0
Volume Module:												
Base Vol:	0	826	28	22	698	2	2	0	2	4	2	11
Growth Adj:	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09
Initial Bse:	0	898	30	24	759	2	2	0	2	4	2	12
Added Vol:	0	17	2	6	17	0	0	0	0	7	0	18
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	915	32	30	776	2	2	0	2	11	2	30
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	915	32	30	776	2	2	0	2	11	2	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	915	32	30	776	2	2	0	2	11	2	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	915	32	30	776	2	2	0	2	11	2	30
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.93	0.07	1.00	1.99	0.01	0.50	0.00	0.50	0.26	0.05	0.69
Final Sat.:	0	3090	110	1600	3191	9	800	0	800	418	80	1102
Capacity Analysis Module:												
Vol/Sat:	0.00	0.30	0.30	0.02	0.24	0.24	0.00	0.00	0.00	0.01	0.03	0.03
Crit Moves:		****			****			****			****	

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Baldwin Park - FWOP - PM

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #109 Pacific & Bogart

Cycle (sec):	100	Critical Vol./Cap.(X):	0.515
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	65	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 1	0 1	0	1	0 1	1 0	0	0	1! 0	0	0	1! 0 0
Volume Module:												
Base Vol:	0	723	38	40	1025	7	3	0	5	31	0	24
Growth Adj:	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09
Initial Bse:	0	786	41	43	1115	8	3	0	5	34	0	26
Added Vol:	0	42	9	23	39	0	0	0	0	6	0	15
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	828	50	66	1154	8	3	0	5	40	0	41
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	828	50	66	1154	8	3	0	5	40	0	41
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	828	50	66	1154	8	3	0	5	40	0	41
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	828	50	66	1154	8	3	0	5	40	0	41
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.89	0.11	1.00	1.99	0.01	0.37	0.00	0.63	0.49	0.00	0.51
Final Sat.:	0	3017	183	1600	3179	21	600	0	1000	786	0	814
Capacity Analysis Module:												
Vol/Sat:	0.00	0.27	0.27	0.04	0.36	0.36	0.00	0.00	0.01	0.02	0.00	0.05
Crit Moves:					****			****				****

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Baldwin Park - FWOP - AM

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #110 Pacific & Downing

Cycle (sec):	100	Critical Vol./Cap.(X):	0.510
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	34	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	0 0	1!	0 0	0 0	1!	0 0
Volume Module:												
Base Vol:	13	761	46	34	634	36	36	8	10	56	16	49
Growth Adj:	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09
Initial Bse:	14	828	50	37	689	39	39	9	11	61	17	53
Added Vol:	0	19	0	0	24	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	14	847	50	37	713	39	39	9	11	61	17	53
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	14	847	50	37	713	39	39	9	11	61	17	53
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	14	847	50	37	713	39	39	9	11	61	17	53
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	14	847	50	37	713	39	39	9	11	61	17	53
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.89	0.11	1.00	1.90	0.10	0.67	0.15	0.18	0.47	0.13	0.40
Final Sat.:	1600	3021	179	1600	3034	166	1067	237	296	740	212	648
Capacity Analysis Module:												
Vol/Sat:	0.01	0.28	0.28	0.02	0.24	0.24	0.02	0.04	0.04	0.04	0.08	0.08
Crit Moves:		****			****			****			****	

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Baldwin Park - FWOP - PM

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #110 Pacific & Downing

Cycle (sec):	100	Critical Vol./Cap.(X):	0.558
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	37	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	0 0	1!	0 0	0 0	1!	0 0
Volume Module:												
Base Vol:	6	714	41	50	987	9	13	4	5	85	1	50
Growth Adj:	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09
Initial Bse:	7	776	45	54	1073	10	14	4	5	92	1	54
Added Vol:	0	51	0	0	45	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	7	827	45	54	1118	10	14	4	5	92	1	54
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	7	827	45	54	1118	10	14	4	5	92	1	54
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	7	827	45	54	1118	10	14	4	5	92	1	54
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	7	827	45	54	1118	10	14	4	5	92	1	54
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.90	0.10	1.00	1.98	0.02	0.59	0.18	0.23	0.62	0.01	0.37
Final Sat.:	1600	3036	164	1600	3172	28	945	291	364	1000	12	588
Capacity Analysis Module:												
Vol/Sat:	0.00	0.27	0.27	0.03	0.35	0.35	0.01	0.01	0.01	0.06	0.09	0.09
Crit Moves:	****				****		****				****	

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Baldwin Park - FWOP - AM

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #111 Pacific & Big Dalton

Cycle (sec):	100	Critical Vol./Cap.(X):	0.581
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	39	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	0 0	1!	0 0	0 0	1!	0 0
Volume Module:												
Base Vol:	77	770	1	7	658	77	162	4	83	3	0	6
Growth Adj:	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09
Initial Bse:	84	837	1	8	716	84	176	4	90	3	0	7
Added Vol:	0	19	0	0	24	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	84	856	1	8	740	84	176	4	90	3	0	7
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	84	856	1	8	740	84	176	4	90	3	0	7
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	84	856	1	8	740	84	176	4	90	3	0	7
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	84	856	1	8	740	84	176	4	90	3	0	7
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.99	0.01	1.00	1.80	0.20	0.65	0.02	0.33	0.33	0.00	0.67
Final Sat.:	1600	3196	4	1600	2875	325	1041	26	533	533	0	1067
Capacity Analysis Module:												
Vol/Sat:	0.05	0.27	0.27	0.00	0.26	0.26	0.11	0.17	0.17	0.00	0.00	0.01
Crit Moves:	****				****			****			****	

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Baldwin Park - FWOP - PM

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #111 Pacific & Big Dalton

Cycle (sec):	100	Critical Vol./Cap.(X):	0.634
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	43	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	0 0	1! 0	0	0 0	0 0	1
Volume Module:												
Base Vol:	49	654	0	4	947	93	99	4	91	0	0	1
Growth Adj:	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09
Initial Bse:	53	711	0	4	1030	101	108	4	99	0	0	1
Added Vol:	1	51	0	0	45	0	0	0	1	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	54	762	0	4	1075	101	108	4	100	0	0	1
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	54	762	0	4	1075	101	108	4	100	0	0	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	54	762	0	4	1075	101	108	4	100	0	0	1
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	54	762	0	4	1075	101	108	4	100	0	0	1
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	1.00	1.83	0.17	0.51	0.02	0.47	0.00	0.00	1.00
Final Sat.:	1600	3200	0	1600	2925	275	813	33	755	0	0	1600
Capacity Analysis Module:												
Vol/Sat:	0.03	0.24	0.00	0.00	0.37	0.37	0.07	0.13	0.13	0.00	0.00	0.00
Crit Moves:	****				****			****			****	

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Baldwin Park - FWOP - AM

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #112 Cesar Chaez & Ramona

Cycle (sec):	100	Critical Vol./Cap.(X):	0.461
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	31	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0 1! 0	0	0	0 1! 0	0	1	0 1	1 0	0	0 1	1 0
Volume Module:												
Base Vol:	0	0	0	10	0	34	49	686	36	0	844	7
Growth Adj:	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09
Initial Bse:	0	0	0	11	0	37	53	746	39	0	918	8
Added Vol:	0	0	0	0	0	0	0	18	0	0	28	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	11	0	37	53	764	39	0	946	8
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	11	0	37	53	764	39	0	946	8
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	11	0	37	53	764	39	0	946	8
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	11	0	37	53	764	39	0	946	8
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.00	0.00	0.23	0.00	0.77	1.00	1.90	0.10	0.00	1.98	0.02
Final Sat.:	0	1600	0	364	0	1236	1600	3044	156	0	3174	26
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.01	0.00	0.03	0.03	0.25	0.25	0.00	0.30	0.30
Crit Moves:						****	****				****	

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Baldwin Park - FWOP - PM

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #112 Cesar Chaez & Ramona

Cycle (sec):	100	Critical Vol./Cap.(X):	0.589
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	96	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	1! 0	0	0 0	1! 0	0	1 0	2 0	0	0 0	1 1	0
Volume Module:												
Base Vol:	0	0	0	22	0	54	57	1252	0	0	842	14
Growth Adj:	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09
Initial Bse:	0	0	0	24	0	59	62	1361	0	0	916	15
Added Vol:	0	0	0	0	0	0	0	39	0	0	36	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	24	0	59	62	1400	0	0	952	15
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	24	0	59	62	1400	0	0	952	15
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	24	0	59	62	1400	0	0	952	15
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	24	0	59	62	1400	0	0	952	15
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.00	0.00	0.29	0.00	0.71	1.00	2.00	0.00	0.00	1.97	0.03
Final Sat.:	0	1600	0	463	0	1137	1600	3200	0	0	3150	50
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.01	0.00	0.05	0.04	0.44	0.00	0.00	0.30	0.30
Crit Moves:						****		****				

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Baldwin Park - FWOP - AM

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #113 Baldwin Park & Ramona

Cycle (sec):	100	Critical Vol./Cap.(X):	0.600
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	40	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	85	396	112	92	390	126	114	566	10	102	612	36
Growth Adj:	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09
Initial Bse:	92	431	122	100	424	137	124	615	11	111	665	39
Added Vol:	0	29	6	0	23	0	0	12	0	12	16	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	92	460	128	100	447	137	124	627	11	123	681	39
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	92	460	128	100	447	137	124	627	11	123	681	39
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	92	460	128	100	447	137	124	627	11	123	681	39
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	92	460	128	100	447	137	124	627	11	123	681	39
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.97	0.03	1.00	1.89	0.11
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	3145	55	1600	3026	174
Capacity Analysis Module:												
Vol/Sat:	0.06	0.14	0.08	0.06	0.14	0.09	0.08	0.20	0.20	0.08	0.23	0.23
Crit Moves:	****				****		****				****	

Baldwin Park - FWOP - PM

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #113 Baldwin Park & Ramona

Cycle (sec):	100	Critical Vol./Cap.(X):	0.867
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	86	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	77	371	216	181	426	84	132	966	46	191	561	67
Growth Adj:	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09
Initial Bse:	84	403	235	197	463	91	144	1050	50	208	610	73
Added Vol:	0	47	15	0	50	0	0	24	0	11	24	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	84	450	250	197	513	91	144	1074	50	219	634	73
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	84	450	250	197	513	91	144	1074	50	219	634	73
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	84	450	250	197	513	91	144	1074	50	219	634	73
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	84	450	250	197	513	91	144	1074	50	219	634	73
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.91	0.09	1.00	1.79	0.21
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	3058	142	1600	2870	330
Capacity Analysis Module:												
Vol/Sat:	0.05	0.14	0.16	0.12	0.16	0.06	0.09	0.35	0.35	0.14	0.22	0.22
Crit Moves:			****	****				****		****		

Baldwin Park - FWOP - AM

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #114 Stewart & Ramona

Cycle (sec):	100	Critical Vol./Cap.(X):	0.606
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	40	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	1! 0	0	0 0	1! 0	0	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	77	106	105	31	67	50	50	551	41	56	729	7
Growth Adj:	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09
Initial Bse:	84	115	114	34	73	54	54	599	45	61	793	8
Added Vol:	0	0	0	0	0	0	0	12	0	0	16	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	84	115	114	34	73	54	54	611	45	61	809	8
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	84	115	114	34	73	54	54	611	45	61	809	8
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	84	115	114	34	73	54	54	611	45	61	809	8
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	84	115	114	34	73	54	54	611	45	61	809	8
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.27	0.37	0.36	0.21	0.45	0.34	1.00	1.86	0.14	1.00	1.98	0.02
Final Sat.:	428	589	583	335	724	541	1600	2982	218	1600	3170	30
Capacity Analysis Module:												
Vol/Sat:	0.05	0.20	0.20	0.02	0.10	0.10	0.03	0.20	0.20	0.04	0.26	0.26
Crit Moves:		****			****			****			****	

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Baldwin Park - FWOP - PM

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #114 Stewart & Ramona

Cycle (sec):	100	Critical Vol./Cap.(X):	0.646
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	44	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1! 0	0	0	1! 0	1	0	1 1	1	0	1 1
Volume Module:												
Base Vol:	40	85	67	25	80	37	100	948	40	82	489	23
Growth Adj:	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09
Initial Bse:	43	92	73	27	87	40	109	1031	43	89	532	25
Added Vol:	0	0	0	0	0	0	0	24	0	0	24	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	43	92	73	27	87	40	109	1055	43	89	556	25
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	43	92	73	27	87	40	109	1055	43	89	556	25
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	43	92	73	27	87	40	109	1055	43	89	556	25
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	43	92	73	27	87	40	109	1055	43	89	556	25
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.21	0.44	0.35	0.18	0.56	0.26	1.00	1.92	0.08	1.00	1.91	0.09
Final Sat.:	333	708	558	282	901	417	1600	3073	127	1600	3062	138
Capacity Analysis Module:												
Vol/Sat:	0.03	0.13	0.13	0.02	0.10	0.10	0.07	0.34	0.34	0.06	0.18	0.18
Crit Moves:		****		****				****		****		

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Baldwin Park - FWOP - AM

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #115 Merced & Ramona

Cycle (sec):	100	Critical Vol./Cap.(X):	0.705
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	51	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	139	263	52	72	281	122	108	520	46	29	813	45
Growth Adj:	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09
Initial Bse:	151	286	57	78	306	133	117	565	50	32	884	49
Added Vol:	6	3	0	0	1	0	0	12	2	0	16	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	157	289	57	78	307	133	117	577	52	32	900	49
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	157	289	57	78	307	133	117	577	52	32	900	49
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	157	289	57	78	307	133	117	577	52	32	900	49
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	157	289	57	78	307	133	117	577	52	32	900	49
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.67	0.33	1.00	1.40	0.60	1.00	1.83	0.17	1.00	1.90	0.10
Final Sat.:	1600	2676	524	1600	2233	967	1600	2936	264	1600	3035	165
Capacity Analysis Module:												
Vol/Sat:	0.10	0.11	0.11	0.05	0.14	0.14	0.07	0.20	0.20	0.02	0.30	0.30
Crit Moves:	****				****		****				****	

Baldwin Park - FWOP - PM

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #115 Merced & Ramona

Cycle (sec):	100	Critical Vol./Cap.(X):	0.680
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	48	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	37	266	62	62	300	41	113	978	132	57	473	68
Growth Adj:	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09
Initial Bse:	40	289	67	67	326	45	123	1063	144	62	514	74
Added Vol:	4	2	0	0	3	0	0	24	6	0	24	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	44	291	67	67	329	45	123	1087	150	62	538	74
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	44	291	67	67	329	45	123	1087	150	62	538	74
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	44	291	67	67	329	45	123	1087	150	62	538	74
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	44	291	67	67	329	45	123	1087	150	62	538	74
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.62	0.38	1.00	1.76	0.24	1.00	1.76	0.24	1.00	1.76	0.24
Final Sat.:	1600	2598	602	1600	2818	382	1600	2813	387	1600	2814	386
Capacity Analysis Module:												
Vol/Sat:	0.03	0.11	0.11	0.04	0.12	0.12	0.08	0.39	0.39	0.04	0.19	0.19
Crit Moves:		****		****				****		****		

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Baldwin Park - FWOP - AM

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #116 Merced & Baldwin Park

Cycle (sec):	100	Critical Vol./Cap.(X):	0.663
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	46	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0 1	1	0	1 0 1	1	0	1 0 1	1	0	1 0 1	1	0
Volume Module:												
Base Vol:	184	418	191	50	298	103	98	434	72	155	592	44
Growth Adj:	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09
Initial Bse:	200	455	208	54	324	112	107	472	78	169	644	48
Added Vol:	3	0	0	0	0	3	8	35	7	0	35	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	203	455	208	54	324	115	115	507	85	169	679	48
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	203	455	208	54	324	115	115	507	85	169	679	48
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	203	455	208	54	324	115	115	507	85	169	679	48
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	203	455	208	54	324	115	115	507	85	169	679	48
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.37	0.63	1.00	1.48	0.52	1.00	1.71	0.29	1.00	1.87	0.13
Final Sat.:	1600	2196	1004	1600	2362	838	1600	2739	461	1600	2989	211
Capacity Analysis Module:												
Vol/Sat:	0.13	0.21	0.21	0.03	0.14	0.14	0.07	0.19	0.19	0.11	0.23	0.23
Crit Moves:	****				****		****				****	

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Baldwin Park - FWOP - PM

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #116 Merced & Baldwin Park

Cycle (sec):	100	Critical Vol./Cap.(X):	0.765
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	60	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	75	312	166	31	391	91	100	688	116	217	535	32
Growth Adj:	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09
Initial Bse:	82	339	181	34	425	99	109	748	126	236	582	35
Added Vol:	8	0	0	0	0	10	6	62	5	0	62	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	90	339	181	34	425	109	115	810	131	236	644	35
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	90	339	181	34	425	109	115	810	131	236	644	35
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	90	339	181	34	425	109	115	810	131	236	644	35
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	90	339	181	34	425	109	115	810	131	236	644	35
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.31	0.69	1.00	1.59	0.41	1.00	1.72	0.28	1.00	1.90	0.10
Final Sat.:	1600	2089	1111	1600	2547	653	1600	2754	446	1600	3036	164
Capacity Analysis Module:												
Vol/Sat:	0.06	0.16	0.16	0.02	0.17	0.17	0.07	0.29	0.29	0.15	0.21	0.21
Crit Moves:	****				****			****			****	

Appendix B-3

LOS Calculation Sheets

Future With Project Conditions

Baldwin Park - FWP - AM
With Street Closure + Int Realignment

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #101 Maine & Ramona

Cycle (sec):	100	Critical Vol./Cap.(X):	0.867
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	86	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	88	548	42	88	416	67	115	476	140	88	728	102
Growth Adj:	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09
Initial Bse:	96	596	46	96	452	73	125	518	152	96	792	111
Added Vol:	31	39	-7	32	59	31	-18	19	5	-4	94	-26
PasserByVol:	175	-26	0	0	-75	75	26	0	139	0	0	0
Initial Fut:	302	609	39	128	436	179	133	537	296	92	886	85
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	302	609	39	128	436	179	133	537	296	92	886	85
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	302	609	39	128	436	179	133	537	296	92	886	85
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	302	609	39	128	436	179	133	537	296	92	886	85
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.88	0.12	1.00	1.42	0.58	1.00	1.29	0.71	1.00	1.83	0.17
Final Sat.:	1600	3009	191	1600	2270	930	1600	2062	1138	1600	2920	280
Capacity Analysis Module:												
Vol/Sat:	0.19	0.20	0.20	0.08	0.19	0.19	0.08	0.26	0.26	0.06	0.30	0.30
Crit Moves:	****				****		****				****	

Baldwin Park - FWP - PM
With Street Closure and Intersection Realignment

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #101 Maine & Ramona

Cycle (sec):	100	Critical Vol./Cap.(X):	1.233
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	111	457	72	116	617	110	161	1017	186	129	635	100
Growth Adj:	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09
Initial Bse:	121	497	78	126	671	120	175	1106	202	140	690	109
Added Vol:	56	137	4	67	145	31	46	101	35	6	68	48
PasserByVol:	173	-53	0	0	-124	124	53	0	222	0	0	0
Initial Fut:	350	581	82	193	692	275	274	1207	459	146	758	157
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	350	581	82	193	692	275	274	1207	459	146	758	157
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	350	581	82	193	692	275	274	1207	459	146	758	157
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	350	581	82	193	692	275	274	1207	459	146	758	157
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.75	0.25	1.00	1.43	0.57	1.00	1.45	0.55	1.00	1.66	0.34
Final Sat.:	1600	2803	397	1600	2291	909	1600	2318	882	1600	2652	548
Capacity Analysis Module:												
Vol/Sat:	0.22	0.21	0.21	0.12	0.30	0.30	0.17	0.52	0.52	0.09	0.29	0.29
Crit Moves:	****				****			****			****	

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Baldwin Park - FWP - AM
With Street Closure + Int Realignment

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #102 Bogart & Ramona

Cycle (sec):	100	Critical Vol./Cap.(X):	0.565
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	37	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	0 1	0	1 0	0 1	0	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	2	24	6	146	21	12	21	520	6	67	703	209
Growth Adj:	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09
Initial Bse:	2	26	7	159	23	13	23	565	7	73	764	227
Added Vol:	0	0	5	-4	0	0	0	56	-7	1	66	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	2	26	12	155	23	13	23	621	0	74	830	227
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	2	26	12	155	23	13	23	621	0	74	830	227
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	2	26	12	155	23	13	23	621	0	74	830	227
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	2	26	12	155	23	13	23	621	0	74	830	227
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.69	0.31	1.00	0.64	0.36	1.00	2.00	0.00	1.00	1.57	0.43
Final Sat.:	1600	1110	490	1600	1018	582	1600	3200	0	1600	2512	688
Capacity Analysis Module:												
Vol/Sat:	0.00	0.02	0.02	0.10	0.02	0.02	0.01	0.19	0.00	0.05	0.33	0.33
Crit Moves:		****		****			****				****	

Baldwin Park - FWP - PM
With Street Closure and Intersection Realignment

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #102 Bogart & Ramona

Cycle (sec):	100	Critical Vol./Cap.(X):	0.684
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	48	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	0	1 0	1 0	0	1 0	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	13	38	13	166	12	45	41	1045	12	13	627	92
Growth Adj:	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09
Initial Bse:	14	41	14	181	13	49	45	1136	13	14	682	100
Added Vol:	0	6	4	5	0	0	17	152	-10	24	136	2
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	14	47	18	186	13	49	62	1288	3	38	818	102
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	14	47	18	186	13	49	62	1288	3	38	818	102
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	14	47	18	186	13	49	62	1288	3	38	818	102
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	14	47	18	186	13	49	62	1288	3	38	818	102
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.72	0.28	1.00	0.21	0.79	1.00	1.99	0.01	1.00	1.78	0.22
Final Sat.:	1600	1157	443	1600	337	1263	1600	3192	8	1600	2845	355
Capacity Analysis Module:												
Vol/Sat:	0.01	0.04	0.04	0.12	0.04	0.04	0.04	0.40	0.40	0.02	0.29	0.29
Crit Moves:		****		****				****		****		

Baldwin Park - FWP - AM
With Street Closure + Int Realignment

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #103 Downing & Ramona

Cycle (sec):	100	Critical Vol./Cap.(X):	0.622
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	42	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 1	0	0 1	0	0 1!	0 0	1	0 1	1 0	1	0 1	1 0
Volume Module:												
Base Vol:	28	60	31	109	47	9	3	617	36	51	963	95
Growth Adj:	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09
Initial Bse:	30	65	34	119	51	10	3	671	39	55	1047	103
Added Vol:	17	0	10	5	3	0	0	57	-1	-6	41	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	47	65	44	124	54	10	3	728	38	49	1088	103
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	47	65	44	124	54	10	3	728	38	49	1088	103
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	47	65	44	124	54	10	3	728	38	49	1088	103
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	47	65	44	124	54	10	3	728	38	49	1088	103
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.42	0.58	1.00	0.66	0.29	0.05	1.00	1.90	0.10	1.00	1.83	0.17
Final Sat.:	674	926	1600	1055	462	84	1600	3041	159	1600	2923	277
Capacity Analysis Module:												
Vol/Sat:	0.03	0.07	0.03	0.08	0.12	0.12	0.00	0.24	0.24	0.03	0.37	0.37
Crit Moves:		****		****			****				****	

Baldwin Park - FWP - PM
With Street Closure and Intersection Realignment

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #103 Downing & Ramona

Cycle (sec):	100	Critical Vol./Cap.(X):	0.647
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	44	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 1	0	0 1	0	0 1!	0 0	1	0 1	1 0	1	0 1	1 0
Volume Module:												
Base Vol:	12	21	29	49	31	12	2	1158	47	10	684	37
Growth Adj:	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09
Initial Bse:	13	23	32	53	34	13	2	1259	51	11	744	40
Added Vol:	-7	0	-13	9	4	0	0	147	14	10	169	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	6	23	19	62	38	13	2	1406	65	21	913	40
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	6	23	19	62	38	13	2	1406	65	21	913	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	6	23	19	62	38	13	2	1406	65	21	913	40
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	6	23	19	62	38	13	2	1406	65	21	913	40
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.21	0.79	1.00	0.55	0.33	0.12	1.00	1.91	0.09	1.00	1.92	0.08
Final Sat.:	335	1265	1600	882	534	185	1600	3058	142	1600	3065	135
Capacity Analysis Module:												
Vol/Sat:	0.00	0.02	0.01	0.04	0.07	0.07	0.00	0.46	0.46	0.01	0.30	0.30
Crit Moves:	****				****			****			****	

Baldwin Park - FWP - AM
With Street Closure + Int Realignment

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #104 Ramona & Badillo

Cycle (sec):	100	Critical Vol./Cap.(X):	0.731
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	54	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0 1!	0	1	0 0	1 0	1	0 1	1 0	1	0 1	1 0
Volume Module:												
Base Vol:	9	2	17	2	0	315	160	589	8	2	785	5
Growth Adj:	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09
Initial Bse:	10	2	18	2	0	343	174	640	9	2	854	5
Added Vol:	0	0	0	4	0	11	31	42	0	0	25	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	10	2	18	6	0	354	205	682	9	2	879	5
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	10	2	18	6	0	354	205	682	9	2	879	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	2	18	6	0	354	205	682	9	2	879	5
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	10	2	18	6	0	354	205	682	9	2	879	5
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.32	0.07	0.61	1.00	0.00	1.00	1.00	1.97	0.03	1.00	1.99	0.01
Final Sat.:	514	114	971	1600	0	1600	1600	3160	40	1600	3180	20
Capacity Analysis Module:												
Vol/Sat:	0.01	0.02	0.02	0.00	0.00	0.22	0.13	0.22	0.22	0.00	0.28	0.28
Crit Moves:	****					****	****				****	

Baldwin Park - FWP - PM
With Street Closure and Intersection Realignment

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #104 Ramona & Badillo

Cycle (sec):	100	Critical Vol./Cap.(X):	0.721
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	53	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	1! 0	0	1 0	0 1	0	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	6	2	9	6	2	241	250	990	11	9	476	4
Growth Adj:	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09
Initial Bse:	7	2	10	7	2	262	272	1077	12	10	518	4
Added Vol:	0	0	0	3	0	65	68	75	0	0	114	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	7	2	10	10	2	327	340	1152	12	10	632	4
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	7	2	10	10	2	327	340	1152	12	10	632	4
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	7	2	10	10	2	327	340	1152	12	10	632	4
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	7	2	10	10	2	327	340	1152	12	10	632	4
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.35	0.12	0.53	1.00	0.01	0.99	1.00	1.98	0.02	1.00	1.99	0.01
Final Sat.:	565	188	847	1600	11	1589	1600	3167	33	1600	3178	22
Capacity Analysis Module:												
Vol/Sat:	0.00	0.01	0.01	0.01	0.21	0.21	0.21	0.36	0.36	0.01	0.20	0.20
Crit Moves:	****				****		****				****	

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Baldwin Park - FWP - AM
With Street Closure + Int Realignment

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #105 Puente & Badillo

Cycle (sec):	100	Critical Vol./Cap.(X):	0.652
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	45	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0 1! 0	0	0	0 1! 0	0	1	0 1	1 0	1	0 1	1 0
Volume Module:												
Base Vol:	204	94	44	3	107	47	74	349	282	69	681	41
Growth Adj:	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09
Initial Bse:	222	102	48	3	116	51	80	380	307	75	741	45
Added Vol:	3	2	0	0	7	0	0	43	2	0	15	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	225	104	48	3	123	51	80	423	309	75	756	45
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	225	104	48	3	123	51	80	423	309	75	756	45
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	225	104	48	3	123	51	80	423	309	75	756	45
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	225	104	48	3	123	51	80	423	309	75	756	45
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.60	0.27	0.13	0.02	0.69	0.29	1.00	1.16	0.84	1.00	1.89	0.11
Final Sat.:	954	442	203	29	1111	460	1600	1849	1351	1600	3022	178
Capacity Analysis Module:												
Vol/Sat:	0.14	0.24	0.24	0.00	0.11	0.11	0.05	0.23	0.23	0.05	0.25	0.25
Crit Moves:	****				****		****				****	

Baldwin Park - FWP - PM
With Street Closure and Intersection Realignment

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #105 Puente & Badillo

Cycle (sec):	100	Critical Vol./Cap.(X):	0.749
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	57	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	1! 0	0	0 0	1! 0	0	1 0	1	0	1 0	1	1 0
Volume Module:												
Base Vol:	146	81	82	13	97	29	45	891	169	53	365	16
Growth Adj:	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09
Initial Bse:	159	88	89	14	105	32	49	969	184	58	397	17
Added Vol:	9	6	0	0	8	0	0	77	1	0	103	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	168	94	89	14	113	32	49	1046	185	58	500	17
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	168	94	89	14	113	32	49	1046	185	58	500	17
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	168	94	89	14	113	32	49	1046	185	58	500	17
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	168	94	89	14	113	32	49	1046	185	58	500	17
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.48	0.27	0.25	0.09	0.71	0.20	1.00	1.70	0.30	1.00	1.93	0.07
Final Sat.:	765	429	406	142	1141	317	1600	2720	480	1600	3092	108
Capacity Analysis Module:												
Vol/Sat:	0.10	0.22	0.22	0.01	0.10	0.10	0.03	0.38	0.38	0.04	0.16	0.16
Crit Moves:		****		****				****		****		

Baldwin Park - FWP - AM
With Street Closure + Int Realignment

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #106 Maine & Palmrose

Cycle (sec):	100	Critical Vol./Cap.(X):	0.376
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	28	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	1 1	0	1 0	2 0	0	0 0	0 0	0	1 0	0 0	1
Volume Module:												
Base Vol:	0	686	11	37	579	0	0	0	0	12	0	31
Growth Adj:	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09
Initial Bse:	0	746	12	40	630	0	0	0	0	13	0	34
Added Vol:	0	-22	0	0	46	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	724	12	40	676	0	0	0	0	13	0	34
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	724	12	40	676	0	0	0	0	13	0	34
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	724	12	40	676	0	0	0	0	13	0	34
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	724	12	40	676	0	0	0	0	13	0	34
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.97	0.03	1.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	3148	52	1600	3200	0	0	0	0	1600	0	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.23	0.23	0.03	0.21	0.00	0.00	0.00	0.00	0.01	0.00	0.02
Crit Moves:		****		****								****

Baldwin Park - FWP - PM
With Street Closure and Intersection Realignment

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #106 Maine & Palmrose

Cycle (sec):	100	Critical Vol./Cap.(X):	0.450
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	53	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	1 1	0	1 0	2 0	0	0 0	0 0	0	1 0	0 0	1
Volume Module:												
Base Vol:	0	692	15	32	876	0	0	0	0	14	0	23
Growth Adj:	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09
Initial Bse:	0	752	16	35	953	0	0	0	0	15	0	25
Added Vol:	0	110	0	0	116	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	862	16	35	1069	0	0	0	0	15	0	25
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	862	16	35	1069	0	0	0	0	15	0	25
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	862	16	35	1069	0	0	0	0	15	0	25
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	862	16	35	1069	0	0	0	0	15	0	25
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.96	0.04	1.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	3141	59	1600	3200	0	0	0	0	1600	0	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.27	0.27	0.02	0.33	0.00	0.00	0.00	0.00	0.01	0.00	0.02
Crit Moves:					****							****

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Baldwin Park - FWP - AM
With Street Closure + Int Realignment

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #107 Maine & Clark

Cycle (sec):	100	Critical Vol./Cap.(X):	0.618
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	41	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	0 1	0	0 1	0 0	1!	0 0
Volume Module:												
Base Vol:	60	639	13	59	566	45	49	86	59	24	126	152
Growth Adj:	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09
Initial Bse:	65	695	14	64	615	49	53	94	64	26	137	165
Added Vol:	-10	40	0	0	24	1	6	-15	0	0	1	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	55	735	14	64	639	50	59	79	64	26	138	166
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	55	735	14	64	639	50	59	79	64	26	138	166
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	55	735	14	64	639	50	59	79	64	26	138	166
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	55	735	14	64	639	50	59	79	64	26	138	166
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.96	0.04	1.00	1.86	0.14	0.43	0.57	1.00	0.08	0.42	0.50
Final Sat.:	1600	3140	60	1600	2968	232	688	912	1600	126	668	805
Capacity Analysis Module:												
Vol/Sat:	0.03	0.23	0.23	0.04	0.22	0.22	0.04	0.09	0.04	0.02	0.21	0.21
Crit Moves:		****		****			****				****	

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Baldwin Park - FWP - PM
With Street Closure and Intersection Realignment

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #107 Maine & Clark

Cycle (sec):	100	Critical Vol./Cap.(X):	0.626
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	42	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	0 1	0	0 1	0 0	1!	0 0
Volume Module:												
Base Vol:	101	551	13	66	800	29	42	89	75	28	75	61
Growth Adj:	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09
Initial Bse:	110	599	14	72	870	32	46	97	82	30	82	66
Added Vol:	-8	65	0	1	90	7	7	13	0	0	8	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	102	664	14	73	960	39	53	110	82	30	90	67
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	102	664	14	73	960	39	53	110	82	30	90	67
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	102	664	14	73	960	39	53	110	82	30	90	67
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	102	664	14	73	960	39	53	110	82	30	90	67
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.96	0.04	1.00	1.92	0.08	0.32	0.68	1.00	0.16	0.48	0.36
Final Sat.:	1600	3133	67	1600	3076	124	519	1081	1600	260	765	575
Capacity Analysis Module:												
Vol/Sat:	0.06	0.21	0.21	0.05	0.31	0.31	0.03	0.10	0.05	0.02	0.12	0.12
Crit Moves:	****				****		****				****	

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Baldwin Park - FWP - AM
With Street Closure + Int Realignment

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #108 Maine & Los Angeles

Cycle (sec):	100	Critical Vol./Cap.(X):	0.724
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	53	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	148	655	24	49	487	101	120	290	119	63	605	71
Growth Adj:	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09
Initial Bse:	161	712	26	53	530	110	130	315	129	69	658	77
Added Vol:	3	45	0	0	28	1	0	4	-3	0	3	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	164	757	26	53	558	111	130	319	126	69	661	78
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	164	757	26	53	558	111	130	319	126	69	661	78
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	164	757	26	53	558	111	130	319	126	69	661	78
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	164	757	26	53	558	111	130	319	126	69	661	78
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.93	0.07	1.00	1.67	0.33	1.00	1.43	0.57	1.00	1.79	0.21
Final Sat.:	1600	3093	107	1600	2669	531	1600	2293	907	1600	2861	339
Capacity Analysis Module:												
Vol/Sat:	0.10	0.24	0.24	0.03	0.21	0.21	0.08	0.14	0.14	0.04	0.23	0.23
Crit Moves:	****				****		****				****	

Baldwin Park - FWP - PM
With Street Closure and Intersection Realignment

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #108 Maine & Los Angeles

Cycle (sec):	100	Critical Vol./Cap.(X):	0.802
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	67	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	137	532	48	63	640	56	116	722	183	41	233	46
Growth Adj:	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09
Initial Bse:	149	578	52	69	696	61	126	785	199	45	253	50
Added Vol:	7	66	0	1	85	2	2	3	14	0	3	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	156	644	52	70	781	63	128	788	213	45	256	51
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	156	644	52	70	781	63	128	788	213	45	256	51
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	156	644	52	70	781	63	128	788	213	45	256	51
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	156	644	52	70	781	63	128	788	213	45	256	51
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.85	0.15	1.00	1.85	0.15	1.00	1.57	0.43	1.00	1.67	0.33
Final Sat.:	1600	2960	240	1600	2961	239	1600	2519	681	1600	2669	531
Capacity Analysis Module:												
Vol/Sat:	0.10	0.22	0.22	0.04	0.26	0.26	0.08	0.31	0.31	0.03	0.10	0.10
Crit Moves:	****			****			****			****		

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Baldwin Park - FWP - AM
With Street Closure + Int Realignment

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #109 Pacific & Bogart

Cycle (sec):	100	Critical Vol./Cap.(X):	0.460
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	31	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 1	0 1	0	1 0	1 1	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	0	826	28	22	698	2	2	0	2	4	2	11
Growth Adj:	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09
Initial Bse:	0	898	30	24	759	2	2	0	2	4	2	12
Added Vol:	0	34	9	8	57	0	0	0	0	13	0	24
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	932	39	32	816	2	2	0	2	17	2	36
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	932	39	32	816	2	2	0	2	17	2	36
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	932	39	32	816	2	2	0	2	17	2	36
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	932	39	32	816	2	2	0	2	17	2	36
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.92	0.08	1.00	1.99	0.01	0.50	0.00	0.50	0.31	0.04	0.65
Final Sat.:	0	3070	130	1600	3191	9	800	0	800	500	63	1037
Capacity Analysis Module:												
Vol/Sat:	0.00	0.30	0.30	0.02	0.26	0.26	0.00	0.00	0.00	0.01	0.03	0.03
Crit Moves:		****		****			****				****	

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Baldwin Park - FWP - PM
With Street Closure and Intersection Realignment

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #109 Pacific & Bogart

Cycle (sec):	100	Critical Vol./Cap.(X):	0.586
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	102	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 1	0 1	0	1	0 1	1 0	0	0 1!	0 0	0	0 1!	0 0
Volume Module:												
Base Vol:	0	723	38	40	1025	7	3	0	5	31	0	24
Growth Adj:	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09
Initial Bse:	0	786	41	43	1115	8	3	0	5	34	0	26
Added Vol:	0	149	43	34	149	0	0	0	0	31	0	48
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	935	84	77	1264	8	3	0	5	65	0	74
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	935	84	77	1264	8	3	0	5	65	0	74
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	935	84	77	1264	8	3	0	5	65	0	74
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	935	84	77	1264	8	3	0	5	65	0	74
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.83	0.17	1.00	1.99	0.01	0.37	0.00	0.63	0.46	0.01	0.53
Final Sat.:	0	2935	265	1600	3181	19	600	0	1000	746	0	854
Capacity Analysis Module:												
Vol/Sat:	0.00	0.32	0.32	0.05	0.40	0.40	0.00	0.00	0.01	0.04	0.00	0.09
Crit Moves:					****		****					****

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Baldwin Park - FWP - AM
With Street Closure + Int Realignment

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #110 Pacific & Downing

Cycle (sec):	100	Critical Vol./Cap.(X):	0.532
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	35	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	0 0	1!	0 0	0 0	1!	0 0
Volume Module:												
Base Vol:	13	761	46	34	634	36	36	8	10	56	16	49
Growth Adj:	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09
Initial Bse:	14	828	50	37	689	39	39	9	11	61	17	53
Added Vol:	0	26	-4	-3	73	0	0	0	0	20	0	16
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	14	854	46	34	762	39	39	9	11	81	17	69
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	14	854	46	34	762	39	39	9	11	81	17	69
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	14	854	46	34	762	39	39	9	11	81	17	69
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	14	854	46	34	762	39	39	9	11	81	17	69
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.90	0.10	1.00	1.90	0.10	0.67	0.15	0.18	0.49	0.10	0.41
Final Sat.:	1600	3036	164	1600	3044	156	1067	237	296	772	166	662
Capacity Analysis Module:												
Vol/Sat:	0.01	0.28	0.28	0.02	0.25	0.25	0.02	0.04	0.04	0.05	0.10	0.10
Crit Moves:		****		****			****				****	

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Baldwin Park - FWP - PM
With Street Closure and Intersection Realignment

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #110 Pacific & Downing

Cycle (sec):	100	Critical Vol./Cap.(X):	0.589
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	39	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	0 0	1!	0 0	0 0	1!	0 0
Volume Module:												
Base Vol:	6	714	41	50	987	9	13	4	5	85	1	50
Growth Adj:	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09
Initial Bse:	7	776	45	54	1073	10	14	4	5	92	1	54
Added Vol:	0	195	15	19	161	0	0	0	0	-6	0	-2
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	7	971	60	73	1234	10	14	4	5	86	1	52
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	7	971	60	73	1234	10	14	4	5	86	1	52
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	7	971	60	73	1234	10	14	4	5	86	1	52
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	7	971	60	73	1234	10	14	4	5	86	1	52
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.88	0.12	1.00	1.98	0.02	0.59	0.18	0.23	0.62	0.01	0.37
Final Sat.:	1600	3015	185	1600	3175	25	945	291	364	989	12	599
Capacity Analysis Module:												
Vol/Sat:	0.00	0.32	0.32	0.05	0.39	0.39	0.01	0.01	0.01	0.05	0.09	0.09
Crit Moves:	****				****		****				****	

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Baldwin Park - FWP - AM
With Street Closure + Int Realignment

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #111 Pacific & Big Dalton

Cycle (sec):	100	Critical Vol./Cap.(X):	0.602
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	40	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	0 0	1!	0 0	0 0	1!	0 0
Volume Module:												
Base Vol:	77	770	1	7	658	77	162	4	83	3	0	6
Growth Adj:	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09
Initial Bse:	84	837	1	8	716	84	176	4	90	3	0	7
Added Vol:	0	23	0	0	93	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	84	860	1	8	809	84	176	4	90	3	0	7
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	84	860	1	8	809	84	176	4	90	3	0	7
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	84	860	1	8	809	84	176	4	90	3	0	7
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	84	860	1	8	809	84	176	4	90	3	0	7
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.99	0.01	1.00	1.81	0.19	0.65	0.02	0.33	0.33	0.00	0.67
Final Sat.:	1600	3196	4	1600	2900	300	1041	26	533	533	0	1067
Capacity Analysis Module:												
Vol/Sat:	0.05	0.27	0.27	0.00	0.28	0.28	0.11	0.17	0.17	0.00	0.00	0.01
Crit Moves:	****				****			****			****	

Baldwin Park - FWP - PM
With Street Closure and Intersection Realignment

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #111 Pacific & Big Dalton

Cycle (sec):	100	Critical Vol./Cap.(X):	0.669
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	46	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	0 0	1!	0 0	0 0	0	0 1
Volume Module:												
Base Vol:	49	654	0	4	947	93	99	4	91	0	0	1
Growth Adj:	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09
Initial Bse:	53	711	0	4	1030	101	108	4	99	0	0	1
Added Vol:	1	210	0	0	156	0	0	0	1	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	54	921	0	4	1186	101	108	4	100	0	0	1
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	54	921	0	4	1186	101	108	4	100	0	0	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	54	921	0	4	1186	101	108	4	100	0	0	1
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	54	921	0	4	1186	101	108	4	100	0	0	1
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	1.00	1.84	0.16	0.51	0.02	0.47	0.00	0.00	1.00
Final Sat.:	1600	3200	0	1600	2949	251	813	33	755	0	0	1600
Capacity Analysis Module:												
Vol/Sat:	0.03	0.29	0.00	0.00	0.40	0.40	0.07	0.13	0.13	0.00	0.00	0.00
Crit Moves:	****				****			****			****	

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Baldwin Park - FWP - AM
With Street Closure + Int Realignment

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #112 Cesar Chaez & Ramona

Cycle (sec):	100	Critical Vol./Cap.(X):	0.662
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	46	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	0	1 0	1 0	0	1 0	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	16	0	85	10	0	34	49	606	36	64	780	7
Growth Adj:	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09
Initial Bse:	17	0	92	11	0	37	53	659	39	70	848	8
Added Vol:	8	0	6	-11	0	0	48	6	1	12	136	0
PasserByVol:	0	0	168	0	0	0	0	0	0	179	71	0
Initial Fut:	25	0	266	0	0	37	101	665	40	261	1055	8
User Adj:	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	25	0	266	0	0	37	101	665	40	261	1055	8
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	25	0	266	0	0	37	101	665	40	261	1055	8
PCE Adj:	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	25	0	266	0	0	37	101	665	40	261	1055	8
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.89	0.11	1.00	1.99	0.01
Final Sat.:	1600	0	1600	1600	0	1600	1600	3018	182	1600	3177	23
Capacity Analysis Module:												
Vol/Sat:	0.02	0.00	0.17	0.00	0.00	0.02	0.06	0.22	0.22	0.16	0.33	0.33
Crit Moves:			****	****			****				****	

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Baldwin Park - FWP - PM
With Street Closure and Intersection Realignment

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #112 Cesar Chaez & Ramona

Cycle (sec):	100	Critical Vol./Cap.(X):	0.853
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	0	1 0	1 0	0	1 0	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	2	0	111	22	0	54	57	1220	43	94	748	14
Growth Adj:	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09
Initial Bse:	2	0	121	24	0	59	62	1327	47	102	813	15
Added Vol:	10	0	3	-5	0	0	25	191	13	19	177	0
PasserByVol:	0	0	274	0	0	0	0	0	0	217	81	0
Initial Fut:	12	0	398	19	0	59	87	1518	60	338	1071	15
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	12	0	398	19	0	59	87	1518	60	338	1071	15
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	12	0	398	19	0	59	87	1518	60	338	1071	15
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	12	0	398	19	0	59	87	1518	60	338	1071	15
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.92	0.08	1.00	1.97	0.03
Final Sat.:	1600	0	1600	1600	0	1600	1600	3079	121	1600	3155	45
Capacity Analysis Module:												
Vol/Sat:	0.01	0.00	0.25	0.01	0.00	0.04	0.05	0.49	0.49	0.21	0.34	0.34
Crit Moves:			****	****				****				

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Baldwin Park - FWP - AM
With Street Closure + Int Realignment

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #113 Baldwin Park & Ramona

Cycle (sec):	100	Critical Vol./Cap.(X):	0.651
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	45	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	85	396	112	92	390	126	114	566	10	102	612	36
Growth Adj:	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09
Initial Bse:	92	431	122	100	424	137	124	615	11	111	665	39
Added Vol:	6	22	29	-2	27	-1	-2	22	0	52	75	16
PasserByVol:	0	0	0	0	0	0	0	0	0	71	0	0
Initial Fut:	98	453	151	98	451	136	122	637	11	234	740	55
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	98	453	151	98	451	136	122	637	11	234	740	55
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	98	453	151	98	451	136	122	637	11	234	740	55
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	98	453	151	98	451	136	122	637	11	234	740	55
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.97	0.03	1.00	1.86	0.14
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	3146	54	1600	2978	222
Capacity Analysis Module:												
Vol/Sat:	0.06	0.14	0.09	0.06	0.14	0.09	0.08	0.20	0.20	0.15	0.25	0.25
Crit Moves:	****				****			****			****	

Baldwin Park - FWP - PM
With Street Closure and Intersection Realignment

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #113 Baldwin Park & Ramona

Cycle (sec):	100	Critical Vol./Cap.(X):	1.036
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	77	371	216	181	426	84	132	966	46	191	561	67
Growth Adj:	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09
Initial Bse:	84	403	235	197	463	91	144	1050	50	208	610	73
Added Vol:	5	75	76	29	71	1	5	119	0	62	100	24
PasserByVol:	0	0	0	0	0	0	0	0	0	81	0	0
Initial Fut:	89	478	311	226	534	92	149	1169	50	351	710	97
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	89	478	311	226	534	92	149	1169	50	351	710	97
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	89	478	311	226	534	92	149	1169	50	351	710	97
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	89	478	311	226	534	92	149	1169	50	351	710	97
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.92	0.08	1.00	1.76	0.24
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	3069	131	1600	2816	384
Capacity Analysis Module:												
Vol/Sat:	0.06	0.15	0.19	0.14	0.17	0.06	0.09	0.38	0.38	0.22	0.25	0.25
Crit Moves:			****	****				****		****		

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Baldwin Park - FWP - AM
With Street Closure + Int Realignment

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #114 Stewart & Ramona

Cycle (sec):	100	Critical Vol./Cap.(X):	0.625
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	42	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0 1! 0	0	0	0 1! 0	0	1	0 1	1 0	1	0 1	1 0
Volume Module:												
Base Vol:	77	106	105	31	67	50	50	551	41	56	729	7
Growth Adj:	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09
Initial Bse:	84	115	114	34	73	54	54	599	45	61	793	8
Added Vol:	0	0	0	0	0	0	0	28	0	0	76	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	84	115	114	34	73	54	54	627	45	61	869	8
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	84	115	114	34	73	54	54	627	45	61	869	8
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	84	115	114	34	73	54	54	627	45	61	869	8
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	84	115	114	34	73	54	54	627	45	61	869	8
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.27	0.37	0.36	0.21	0.45	0.34	1.00	1.87	0.13	1.00	1.98	0.02
Final Sat.:	428	589	583	335	724	541	1600	2988	212	1600	3172	28
Capacity Analysis Module:												
Vol/Sat:	0.05	0.20	0.20	0.02	0.10	0.10	0.03	0.21	0.21	0.04	0.27	0.27
Crit Moves:		****		****			****				****	

Baldwin Park - FWP - PM
With Street Closure and Intersection Realignment

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #114 Stewart & Ramona

Cycle (sec):	100	Critical Vol./Cap.(X):	0.681
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	48	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	1! 0	0	0 0	1! 0	0	1 0	1	0	1 0	1	1 0
Volume Module:												
Base Vol:	40	85	67	25	80	37	100	948	40	82	489	23
Growth Adj:	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09
Initial Bse:	43	92	73	27	87	40	109	1031	43	89	532	25
Added Vol:	0	0	0	0	0	0	0	136	0	0	103	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	43	92	73	27	87	40	109	1167	43	89	635	25
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	43	92	73	27	87	40	109	1167	43	89	635	25
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	43	92	73	27	87	40	109	1167	43	89	635	25
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	43	92	73	27	87	40	109	1167	43	89	635	25
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.21	0.44	0.35	0.18	0.56	0.26	1.00	1.93	0.07	1.00	1.92	0.08
Final Sat.:	333	708	558	282	901	417	1600	3085	115	1600	3079	121
Capacity Analysis Module:												
Vol/Sat:	0.03	0.13	0.13	0.02	0.10	0.10	0.07	0.38	0.38	0.06	0.21	0.21
Crit Moves:		****			****			****			****	

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Baldwin Park - FWP - AM
With Street Closure + Int Realignment

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #115 Merced & Ramona

Cycle (sec):	100	Critical Vol./Cap.(X):	0.724
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	53	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	139	263	52	72	281	122	108	520	46	29	813	45
Growth Adj:	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09
Initial Bse:	151	286	57	78	306	133	117	565	50	32	884	49
Added Vol:	6	3	3	0	1	0	0	25	2	2	74	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	157	289	60	78	307	133	117	590	52	34	958	49
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	157	289	60	78	307	133	117	590	52	34	958	49
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	157	289	60	78	307	133	117	590	52	34	958	49
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	157	289	60	78	307	133	117	590	52	34	958	49
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.66	0.34	1.00	1.40	0.60	1.00	1.84	0.16	1.00	1.90	0.10
Final Sat.:	1600	2653	547	1600	2233	967	1600	2941	259	1600	3045	155
Capacity Analysis Module:												
Vol/Sat:	0.10	0.11	0.11	0.05	0.14	0.14	0.07	0.20	0.20	0.02	0.31	0.31
Crit Moves:	****				****		****				****	

Baldwin Park - FWP - PM
With Street Closure and Intersection Realignment

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #115 Merced & Ramona

Cycle (sec):	100	Critical Vol./Cap.(X):	0.717
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	52	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	37	266	62	62	300	41	113	978	132	57	473	68
Growth Adj:	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09
Initial Bse:	40	289	67	67	326	45	123	1063	144	62	514	74
Added Vol:	4	2	5	0	3	0	0	131	6	4	99	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	44	291	72	67	329	45	123	1194	150	66	613	74
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	44	291	72	67	329	45	123	1194	150	66	613	74
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	44	291	72	67	329	45	123	1194	150	66	613	74
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	44	291	72	67	329	45	123	1194	150	66	613	74
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.60	0.40	1.00	1.76	0.24	1.00	1.78	0.22	1.00	1.78	0.22
Final Sat.:	1600	2563	637	1600	2818	382	1600	2844	356	1600	2856	344
Capacity Analysis Module:												
Vol/Sat:	0.03	0.11	0.11	0.04	0.12	0.12	0.08	0.42	0.42	0.04	0.21	0.21
Crit Moves:		****		****				****		****		

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Baldwin Park - FWP - AM
With Street Closure + Int Realignment

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #116 Merced & Baldwin Park

Cycle (sec):	100	Critical Vol./Cap.(X):	0.677
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	47	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	184	418	191	50	298	103	98	434	72	155	592	44
Growth Adj:	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09
Initial Bse:	200	455	208	54	324	112	107	472	78	169	644	48
Added Vol:	3	3	9	0	2	3	8	45	7	7	80	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	203	458	217	54	326	115	115	517	85	176	724	48
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	203	458	217	54	326	115	115	517	85	176	724	48
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	203	458	217	54	326	115	115	517	85	176	724	48
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	203	458	217	54	326	115	115	517	85	176	724	48
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.36	0.64	1.00	1.48	0.52	1.00	1.72	0.28	1.00	1.88	0.12
Final Sat.:	1600	2172	1028	1600	2366	834	1600	2747	453	1600	3002	198
Capacity Analysis Module:												
Vol/Sat:	0.13	0.21	0.21	0.03	0.14	0.14	0.07	0.19	0.19	0.11	0.24	0.24
Crit Moves:	****				****		****				****	

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Baldwin Park - FWP - PM
With Street Closure and Intersection Realignment

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #116 Merced & Baldwin Park

Cycle (sec):	100	Critical Vol./Cap.(X):	0.803
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	67	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	75	312	166	31	391	91	100	688	116	217	535	32
Growth Adj:	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09
Initial Bse:	82	339	181	34	425	99	109	748	126	236	582	35
Added Vol:	8	5	9	0	4	10	6	157	5	12	130	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	90	344	190	34	429	109	115	905	131	248	712	35
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	90	344	190	34	429	109	115	905	131	248	712	35
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	90	344	190	34	429	109	115	905	131	248	712	35
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	90	344	190	34	429	109	115	905	131	248	712	35
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.29	0.71	1.00	1.60	0.40	1.00	1.75	0.25	1.00	1.91	0.09
Final Sat.:	1600	2064	1136	1600	2552	648	1600	2795	405	1600	3051	149
Capacity Analysis Module:												
Vol/Sat:	0.06	0.17	0.17	0.02	0.17	0.17	0.07	0.32	0.32	0.15	0.23	0.23
Crit Moves:	****				****			****			****	

Appendix B-4

LOS Calculation Sheets

Existing With Project Conditions

Baldwin Park - EWP - AM
With Street Closure + Int Realignment

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #101 Maine & Ramona

Cycle (sec):	100	Critical Vol./Cap.(X):	0.792
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	65	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	88	548	42	88	416	67	115	476	140	88	728	102
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	88	548	42	88	416	67	115	476	140	88	728	102
Added Vol:	17	17	-7	32	44	31	-18	10	-3	-4	80	-26
PasserByVol:	161	-24	0	0	-69	69	24	0	128	0	0	0
Initial Fut:	266	541	35	120	391	167	121	486	265	84	808	76
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	266	541	35	120	391	167	121	486	265	84	808	76
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	266	541	35	120	391	167	121	486	265	84	808	76
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	266	541	35	120	391	167	121	486	265	84	808	76
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.88	0.12	1.00	1.40	0.60	1.00	1.29	0.71	1.00	1.83	0.17
Final Sat.:	1600	3006	194	1600	2242	958	1600	2071	1129	1600	2925	275
Capacity Analysis Module:												
Vol/Sat:	0.17	0.18	0.18	0.08	0.17	0.17	0.08	0.23	0.23	0.05	0.28	0.28
Crit Moves:	****				****		****				****	

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Baldwin Park - EWP - PM
With Street Closure and Intersection Realignment

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #101 Maine & Ramona

Cycle (sec):	100	Critical Vol./Cap.(X):	1.117
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	111	457	72	116	617	110	161	1017	186	129	635	100
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	111	457	72	116	617	110	161	1017	186	129	635	100
Added Vol:	40	96	4	67	102	31	46	81	16	6	49	48
PasserByVol:	159	-49	0	0	-114	114	49	0	204	0	0	0
Initial Fut:	310	504	76	183	605	255	256	1098	406	135	684	148
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	310	504	76	183	605	255	256	1098	406	135	684	148
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	310	504	76	183	605	255	256	1098	406	135	684	148
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	310	504	76	183	605	255	256	1098	406	135	684	148
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.74	0.26	1.00	1.41	0.59	1.00	1.46	0.54	1.00	1.64	0.36
Final Sat.:	1600	2781	419	1600	2251	949	1600	2336	864	1600	2631	569
Capacity Analysis Module:												
Vol/Sat:	0.19	0.18	0.18	0.11	0.27	0.27	0.16	0.47	0.47	0.08	0.26	0.26
Crit Moves:	****				****			****			****	

Baldwin Park - EWP - AM
With Street Closure + Int Realignment

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #102 Bogart & Ramona

Cycle (sec):	100	Critical Vol./Cap.(X):	0.523
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	35	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	0 1	0	1	0	0 1	0	1 1	0	1	0 1	1	0
Volume Module:												
Base Vol:	2	24	6	146	21	12	21	520	6	67	703	209
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	2	24	6	146	21	12	21	520	6	67	703	209
Added Vol:	0	0	2	-4	0	0	0	46	-7	0	52	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	2	24	8	142	21	12	21	566	-1	67	755	209
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	2	24	8	142	21	12	21	566	0	67	755	209
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	2	24	8	142	21	12	21	566	0	67	755	209
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	2	24	8	142	21	12	21	566	0	67	755	209
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.75	0.25	1.00	0.64	0.36	1.00	2.00	0.00	1.00	1.57	0.43
Final Sat.:	1600	1200	400	1600	1018	582	1600	3200	0	1600	2506	694
Capacity Analysis Module:												
Vol/Sat:	0.00	0.02	0.02	0.09	0.02	0.02	0.01	0.18	0.00	0.04	0.30	0.30
Crit Moves:		****		****			****				****	

Baldwin Park - EWP - PM
With Street Closure and Intersection Realignment

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #102 Bogart & Ramona

Cycle (sec):	100	Critical Vol./Cap.(X):	0.632
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	43	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	0	1 0	1 0	0	1 0	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	13	38	13	166	12	45	41	1045	12	13	627	92
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	13	38	13	166	12	45	41	1045	12	13	627	92
Added Vol:	0	6	1	5	0	0	17	132	-10	20	117	2
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	13	44	14	171	12	45	58	1177	2	33	744	94
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	13	44	14	171	12	45	58	1177	2	33	744	94
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	13	44	14	171	12	45	58	1177	2	33	744	94
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	13	44	14	171	12	45	58	1177	2	33	744	94
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.76	0.24	1.00	0.21	0.79	1.00	1.99	0.01	1.00	1.78	0.22
Final Sat.:	1600	1214	386	1600	337	1263	1600	3195	5	1600	2841	359
Capacity Analysis Module:												
Vol/Sat:	0.01	0.04	0.04	0.11	0.04	0.04	0.04	0.37	0.37	0.02	0.26	0.26
Crit Moves:		****		****				****		****		

Baldwin Park - EWP - AM
With Street Closure + Int Realignment

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #103 Downing & Ramona

Cycle (sec):	100	Critical Vol./Cap.(X):	0.577
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	38	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 1	0	0 1	0	0	1! 0	0	1 0	1 1	0	1 0	1 1 0
Volume Module:												
Base Vol:	28	60	31	109	47	9	3	617	36	51	963	95
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	28	60	31	109	47	9	3	617	36	51	963	95
Added Vol:	17	0	10	5	3	0	0	45	-1	-6	26	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	45	60	41	114	50	9	3	662	35	45	989	95
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	45	60	41	114	50	9	3	662	35	45	989	95
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	45	60	41	114	50	9	3	662	35	45	989	95
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	45	60	41	114	50	9	3	662	35	45	989	95
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.43	0.57	1.00	0.66	0.29	0.05	1.00	1.90	0.10	1.00	1.82	0.18
Final Sat.:	686	914	1600	1054	462	83	1600	3039	161	1600	2920	280
Capacity Analysis Module:												
Vol/Sat:	0.03	0.07	0.03	0.07	0.11	0.11	0.00	0.22	0.22	0.03	0.34	0.34
Crit Moves:		****		****			****				****	

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Baldwin Park - EWP - PM
With Street Closure and Intersection Realignment

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #103 Downing & Ramona

Cycle (sec):	100	Critical Vol./Cap.(X):	0.601
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	40	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 1	0	0 1	0	0 1!	0	0	1 0	1 1	0	1 0	1 1 0
Volume Module:												
Base Vol:	12	21	29	49	31	12	2	1158	47	10	684	37
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	12	21	29	49	31	12	2	1158	47	10	684	37
Added Vol:	-7	0	-13	9	4	0	0	125	14	10	145	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	5	21	16	58	35	12	2	1283	61	20	829	37
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	5	21	16	58	35	12	2	1283	61	20	829	37
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	21	16	58	35	12	2	1283	61	20	829	37
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	5	21	16	58	35	12	2	1283	61	20	829	37
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.19	0.81	1.00	0.56	0.33	0.11	1.00	1.91	0.09	1.00	1.91	0.09
Final Sat.:	308	1292	1600	884	533	183	1600	3055	145	1600	3063	137
Capacity Analysis Module:												
Vol/Sat:	0.00	0.02	0.01	0.04	0.07	0.07	0.00	0.42	0.42	0.01	0.27	0.27
Crit Moves:	****				****			****			****	

Baldwin Park - EWP - AM
With Street Closure + Int Realignment

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #104 Ramona & Badillo

Cycle (sec):	100	Critical Vol./Cap.(X):	0.675
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	47	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1! 0	0	1	0	0 1	0	1	0 1	1	0
Volume Module:												
Base Vol:	9	2	17	2	0	315	160	589	8	2	785	5
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	9	2	17	2	0	315	160	589	8	2	785	5
Added Vol:	0	0	0	4	0	3	29	31	0	0	17	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	9	2	17	6	0	318	189	620	8	2	802	5
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	9	2	17	6	0	318	189	620	8	2	802	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	9	2	17	6	0	318	189	620	8	2	802	5
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	9	2	17	6	0	318	189	620	8	2	802	5
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.32	0.07	0.61	1.00	0.00	1.00	1.00	1.97	0.03	1.00	1.99	0.01
Final Sat.:	514	114	971	1600	0	1600	1600	3159	41	1600	3180	20
Capacity Analysis Module:												
Vol/Sat:	0.01	0.02	0.02	0.00	0.00	0.20	0.12	0.20	0.20	0.00	0.25	0.25
Crit Moves:	****					****	****				****	

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Baldwin Park - EWP - PM
With Street Closure and Intersection Realignment

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #104 Ramona & Badillo

Cycle (sec):	100	Critical Vol./Cap.(X):	0.667
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	46	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	1! 0	0	1 0	0 1	0	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	6	2	9	6	2	241	250	990	11	9	476	4
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	6	2	9	6	2	241	250	990	11	9	476	4
Added Vol:	0	0	0	3	0	61	61	60	0	0	94	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	6	2	9	9	2	302	311	1050	11	9	570	4
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	6	2	9	9	2	302	311	1050	11	9	570	4
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	6	2	9	9	2	302	311	1050	11	9	570	4
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	6	2	9	9	2	302	311	1050	11	9	570	4
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.35	0.12	0.53	1.00	0.01	0.99	1.00	1.98	0.02	1.00	1.99	0.01
Final Sat.:	565	188	847	1600	11	1589	1600	3167	33	1600	3178	22
Capacity Analysis Module:												
Vol/Sat:	0.00	0.01	0.01	0.01	0.19	0.19	0.19	0.33	0.33	0.01	0.18	0.18
Crit Moves:	****				****		****				****	

Baldwin Park - EWP - AM
With Street Closure + Int Realignment

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #105 Puente & Badillo

Cycle (sec):	100	Critical Vol./Cap.(X):	0.605
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	40	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1! 0	0	0	1! 0	1	0	1 1	1	0	1 1 0
Volume Module:												
Base Vol:	204	94	44	3	107	47	74	349	282	69	681	41
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	204	94	44	3	107	47	74	349	282	69	681	41
Added Vol:	3	1	0	0	6	0	0	33	2	0	7	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	207	95	44	3	113	47	74	382	284	69	688	41
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	207	95	44	3	113	47	74	382	284	69	688	41
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	207	95	44	3	113	47	74	382	284	69	688	41
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	207	95	44	3	113	47	74	382	284	69	688	41
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.60	0.27	0.13	0.02	0.69	0.29	1.00	1.15	0.85	1.00	1.89	0.11
Final Sat.:	957	439	203	29	1109	461	1600	1835	1365	1600	3020	180
Capacity Analysis Module:												
Vol/Sat:	0.13	0.22	0.22	0.00	0.10	0.10	0.05	0.21	0.21	0.04	0.23	0.23
Crit Moves:	****				****		****				****	

Baldwin Park - EWP - PM
With Street Closure and Intersection Realignment

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #105 Puente & Badillo

Cycle (sec):	100	Critical Vol./Cap.(X):	0.693
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	49	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0 1!	0	0	0 1!	0 0	1	0 1	1 0	1	0 1	1 0
Volume Module:												
Base Vol:	146	81	82	13	97	29	45	891	169	53	365	16
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	146	81	82	13	97	29	45	891	169	53	365	16
Added Vol:	9	4	0	0	6	0	0	62	1	0	83	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	155	85	82	13	103	29	45	953	170	53	448	16
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	155	85	82	13	103	29	45	953	170	53	448	16
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	155	85	82	13	103	29	45	953	170	53	448	16
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	155	85	82	13	103	29	45	953	170	53	448	16
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.49	0.26	0.25	0.09	0.71	0.20	1.00	1.70	0.30	1.00	1.93	0.07
Final Sat.:	770	422	407	143	1137	320	1600	2716	484	1600	3090	110
Capacity Analysis Module:												
Vol/Sat:	0.10	0.20	0.20	0.01	0.09	0.09	0.03	0.35	0.35	0.03	0.15	0.14
Crit Moves:		****		****				****		****		

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Baldwin Park - EWP - AM
With Street Closure + Int Realignment

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #106 Maine & Palmrose

Cycle (sec):	100	Critical Vol./Cap.(X):	0.347
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	27	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	1 1	0	1 0	2 0	0	0 0	0 0	0	1 0	0 0	1
Volume Module:												
Base Vol:	0	686	11	37	579	0	0	0	0	12	0	31
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	686	11	37	579	0	0	0	0	12	0	31
Added Vol:	0	-44	0	0	31	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	642	11	37	610	0	0	0	0	12	0	31
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	642	11	37	610	0	0	0	0	12	0	31
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	642	11	37	610	0	0	0	0	12	0	31
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	642	11	37	610	0	0	0	0	12	0	31
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.97	0.03	1.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	3146	54	1600	3200	0	0	0	0	1600	0	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.20	0.20	0.02	0.19	0.00	0.00	0.00	0.00	0.01	0.00	0.02
Crit Moves:		****		****								****

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Baldwin Park - EWP - PM
With Street Closure and Intersection Realignment

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #106 Maine & Palmrose

Cycle (sec):	100	Critical Vol./Cap.(X):	0.405
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	44	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	1 1	0	1 0	2 0	0	0 0	0 0	0	1 0	0 0	1
Volume Module:												
Base Vol:	0	692	15	32	876	0	0	0	0	14	0	23
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	692	15	32	876	0	0	0	0	14	0	23
Added Vol:	0	69	0	0	72	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	761	15	32	948	0	0	0	0	14	0	23
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	761	15	32	948	0	0	0	0	14	0	23
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	761	15	32	948	0	0	0	0	14	0	23
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	761	15	32	948	0	0	0	0	14	0	23
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.96	0.04	1.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	3138	62	1600	3200	0	0	0	0	1600	0	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.24	0.24	0.02	0.30	0.00	0.00	0.00	0.00	0.01	0.00	0.01
Crit Moves:					****					****		

Baldwin Park - EWP - AM
With Street Closure + Int Realignment

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #107 Maine & Clark

Cycle (sec):	100	Critical Vol./Cap.(X):	0.571
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	38	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	0 1	0	0 1	0 0	1!	0 0
Volume Module:												
Base Vol:	60	639	13	59	566	45	49	86	59	24	126	152
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	60	639	13	59	566	45	49	86	59	24	126	152
Added Vol:	-10	19	0	0	9	1	6	-15	0	0	1	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	50	658	13	59	575	46	55	71	59	24	127	153
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	50	658	13	59	575	46	55	71	59	24	127	153
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	50	658	13	59	575	46	55	71	59	24	127	153
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	50	658	13	59	575	46	55	71	59	24	127	153
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.96	0.04	1.00	1.85	0.15	0.44	0.56	1.00	0.08	0.42	0.50
Final Sat.:	1600	3138	62	1600	2963	237	698	902	1600	126	668	805
Capacity Analysis Module:												
Vol/Sat:	0.03	0.21	0.21	0.04	0.19	0.19	0.03	0.08	0.04	0.02	0.19	0.19
Crit Moves:		****		****			****				****	

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Baldwin Park - EWP - PM
With Street Closure and Intersection Realignment

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #107 Maine & Clark

Cycle (sec):	100	Critical Vol./Cap.(X):	0.572
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	38	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	0 1	0	0 1	0 0	1!	0 0
Volume Module:												
Base Vol:	101	551	13	66	800	29	42	89	75	28	75	61
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	101	551	13	66	800	29	42	89	75	28	75	61
Added Vol:	-8	24	0	1	46	7	7	13	0	0	8	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	93	575	13	67	846	36	49	102	75	28	83	62
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	93	575	13	67	846	36	49	102	75	28	83	62
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	93	575	13	67	846	36	49	102	75	28	83	62
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	93	575	13	67	846	36	49	102	75	28	83	62
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.96	0.04	1.00	1.92	0.08	0.32	0.68	1.00	0.16	0.48	0.36
Final Sat.:	1600	3129	71	1600	3069	131	519	1081	1600	259	768	573
Capacity Analysis Module:												
Vol/Sat:	0.06	0.18	0.18	0.04	0.28	0.28	0.03	0.09	0.05	0.02	0.11	0.11
Crit Moves:	****				****		****				****	

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Baldwin Park - EWP - AM
With Street Closure + Int Realignment

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #108 Maine & Los Angeles

Cycle (sec):	100	Critical Vol./Cap.(X):	0.669
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	46	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	148	655	24	49	487	101	120	290	119	63	605	71
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	148	655	24	49	487	101	120	290	119	63	605	71
Added Vol:	3	23	0	0	13	1	0	0	-3	0	0	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	151	678	24	49	500	102	120	290	116	63	605	72
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	151	678	24	49	500	102	120	290	116	63	605	72
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	151	678	24	49	500	102	120	290	116	63	605	72
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	151	678	24	49	500	102	120	290	116	63	605	72
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.93	0.07	1.00	1.66	0.34	1.00	1.43	0.57	1.00	1.79	0.21
Final Sat.:	1600	3091	109	1600	2658	542	1600	2286	914	1600	2860	340
Capacity Analysis Module:												
Vol/Sat:	0.09	0.22	0.22	0.03	0.19	0.19	0.08	0.13	0.13	0.04	0.21	0.21
Crit Moves:	****				****		****				****	

Baldwin Park - EWP - PM
With Street Closure and Intersection Realignment

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #108 Maine & Los Angeles

Cycle (sec):	100	Critical Vol./Cap.(X):	0.734
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	55	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	137	532	48	63	640	56	116	722	183	41	233	46
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	137	532	48	63	640	56	116	722	183	41	233	46
Added Vol:	7	25	0	1	41	2	2	1	14	0	0	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	144	557	48	64	681	58	118	723	197	41	233	47
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	144	557	48	64	681	58	118	723	197	41	233	47
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	144	557	48	64	681	58	118	723	197	41	233	47
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	144	557	48	64	681	58	118	723	197	41	233	47
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.84	0.16	1.00	1.84	0.16	1.00	1.57	0.43	1.00	1.66	0.34
Final Sat.:	1600	2946	254	1600	2949	251	1600	2515	685	1600	2663	537
Capacity Analysis Module:												
Vol/Sat:	0.09	0.19	0.19	0.04	0.23	0.23	0.07	0.29	0.29	0.03	0.09	0.09
Crit Moves:	****				****			****			****	

Baldwin Park - EWP - AM
With Street Closure + Int Realignment

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #109 Pacific & Bogart

Average Delay (sec/veh): 0.6 Worst Case Level Of Service: C[23.9]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 1 0	1	0	1 0	1	0	0 0 1!	0	0	0 0 1!	0	0
Volume Module:												
Base Vol:	0 826	28		22 698	2		2 0	2		4 2	11	
Growth Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
Initial Bse:	0 826	28		22 698	2		2 0	2		4 2	11	
Added Vol:	0 17	6		2 40	0		0 0	0		6 0	6	
PasserByVol:	0 0	0		0 0	0		0 0	0		0 0	0	
Initial Fut:	0 843	34		24 738	2		2 0	2		10 2	17	
User Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
PHF Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
PHF Volume:	0 843	34		24 738	2		2 0	2		10 2	17	
Reduct Vol:	0 0	0		0 0	0		0 0	0		0 0	0	
FinalVolume:	0 843	34		24 738	2		2 0	2		10 2	17	
Critical Gap Module:												
Critical Gp:	xxxxx xxxx xxxxx			4.1 xxxx xxxxx			7.5 6.5	6.9		7.5 6.5	6.9	
FollowUpTim:	xxxxx xxxx xxxxx			2.2 xxxx xxxxx			3.5 4.0	3.3		3.5 4.0	3.3	
Capacity Module:												
Cnflict Vol:	xxxx xxxx xxxxx			877 xxxx xxxxx			1210 1664	370		1277 1648	439	
Potent Cap.:	xxxx xxxx xxxxx			779 xxxx xxxxx			141 98	633		126 100	572	
Move Cap.:	xxxx xxxx xxxxx			779 xxxx xxxxx			131 95	633		122 97	572	
Volume/Cap:	xxxx xxxx xxxx			0.03 xxxx xxxx			0.02 0.00	0.00		0.08 0.02	0.03	
Level Of Service Module:												
2Way95thQ:	xxxx xxxx xxxxx			0.1 xxxx xxxxx			xxxx xxxx xxxxx			xxxx xxxx xxxxx		
Control Del:	xxxxx xxxx xxxxx			9.8 xxxx xxxxx			xxxxx xxxx xxxxx			xxxxx xxxx xxxxx		
LOS by Move:	* * *			A *			* *	*		* *	*	
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx xxxx xxxxx			xxxx xxxx xxxxx			xxxx 217	xxxxx		xxxx 219	xxxxx	
SharedQueue:	0.0 xxxx xxxxx			xxxxx xxxx xxxxx			xxxxx 0.1	xxxxx		xxxxx 0.4	xxxxx	
Shrd ConDel:	7.2 xxxx xxxxx			xxxxx xxxx xxxxx			xxxxx 21.9	xxxxx		xxxxx 23.9	xxxxx	
Shared LOS:	A * *			* *			* C	*		* C	*	
ApproachDel:	xxxxxx			xxxxxx			21.9			23.9		
ApproachLOS:	*			*			C			C		

Note: Queue reported is the number of cars per lane.

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Baldwin Park - EWP - PM
With Street Closure and Intersection Realignment

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #109 Pacific & Bogart

Average Delay (sec/veh): 5.5 Worst Case Level Of Service: F[101.5]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 1 0	1 0		1 0 1 1 0			0 0 1! 0 0			0 0 1! 0 0		
Volume Module:												
Base Vol:	0	723	38	40	1025	7	3	0	5	31	0	24
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	723	38	40	1025	7	3	0	5	31	0	24
Added Vol:	0	107	34	10	110	0	0	0	0	25	0	33
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	830	72	50	1135	7	3	0	5	56	0	57
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	830	72	50	1135	7	3	0	5	56	0	57
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	830	72	50	1135	7	3	0	5	56	0	57
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	7.5	6.5	6.9	7.5	6.5	6.9
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	902	xxxx	xxxxx	1654	2141	571	1534	2108	451
Potent Cap.:	xxxx	xxxx	xxxxx	762	xxxx	xxxxx	66	49	469	81	52	561
Move Cap.:	xxxx	xxxx	xxxxx	762	xxxx	xxxxx	56	46	469	76	48	561
Volume/Cap:	xxxx	xxxx	xxxx	0.07	xxxx	xxxx	0.05	0.00	0.01	0.73	0.00	0.10
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.2	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	10.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	B	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	125	xxxxx	xxxx	135	xxxxx
SharedQueue:	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.2	xxxxx	xxxxx	5.3	xxxxx
Shrd ConDel:	7.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	35.7	xxxxx	xxxxx	102	xxxxx
Shared LOS:	A	*	*	*	*	*	*	E	*	*	F	*
ApproachDel:	xxxxxx			xxxxxx			35.7			101.5		
ApproachLOS:	*			*			E			F		

Note: Queue reported is the number of cars per lane.

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Baldwin Park - EWP - AM
With Street Closure + Int Realignment

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #110 Pacific & Downing

Cycle (sec):	100	Critical Vol./Cap.(X):	0.493
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	33	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	0 0	1!	0 0	0 0	1!	0 0
Volume Module:												
Base Vol:	13	761	46	34	634	36	36	8	10	56	16	49
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	13	761	46	34	634	36	36	8	10	56	16	49
Added Vol:	0	7	-4	-3	49	0	0	0	0	20	0	16
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	13	768	42	31	683	36	36	8	10	76	16	65
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	13	768	42	31	683	36	36	8	10	76	16	65
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	13	768	42	31	683	36	36	8	10	76	16	65
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	13	768	42	31	683	36	36	8	10	76	16	65
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.90	0.10	1.00	1.90	0.10	0.67	0.15	0.18	0.49	0.10	0.41
Final Sat.:	1600	3034	166	1600	3040	160	1067	237	296	775	163	662
Capacity Analysis Module:												
Vol/Sat:	0.01	0.25	0.25	0.02	0.22	0.22	0.02	0.03	0.03	0.05	0.10	0.10
Crit Moves:		****		****			****				****	

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Baldwin Park - EWP - PM
With Street Closure and Intersection Realignment

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #110 Pacific & Downing

Cycle (sec):	100	Critical Vol./Cap.(X):	0.539
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	36	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	0 0	1!	0 0	0 0	1!	0 0
Volume Module:												
Base Vol:	6	714	41	50	987	9	13	4	5	85	1	50
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	6	714	41	50	987	9	13	4	5	85	1	50
Added Vol:	0	144	15	19	116	0	0	0	0	-6	0	-2
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	6	858	56	69	1103	9	13	4	5	79	1	48
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	6	858	56	69	1103	9	13	4	5	79	1	48
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	6	858	56	69	1103	9	13	4	5	79	1	48
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	6	858	56	69	1103	9	13	4	5	79	1	48
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.88	0.12	1.00	1.98	0.02	0.59	0.18	0.23	0.62	0.01	0.37
Final Sat.:	1600	3004	196	1600	3174	26	945	291	364	988	13	600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.29	0.29	0.04	0.35	0.35	0.01	0.01	0.01	0.05	0.08	0.08
Crit Moves:	****				****		****				****	

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Baldwin Park - EWP - AM
With Street Closure + Int Realignment

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #111 Pacific & Big Dalton

Cycle (sec):	100	Critical Vol./Cap.(X):	0.557
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	37	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	0 0	1!	0 0	0 0	1!	0 0
Volume Module:												
Base Vol:	77	770	1	7	658	77	162	4	83	3	0	6
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	77	770	1	7	658	77	162	4	83	3	0	6
Added Vol:	0	3	0	0	69	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	77	773	1	7	727	77	162	4	83	3	0	6
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	77	773	1	7	727	77	162	4	83	3	0	6
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	77	773	1	7	727	77	162	4	83	3	0	6
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	77	773	1	7	727	77	162	4	83	3	0	6
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.99	0.01	1.00	1.81	0.19	0.65	0.02	0.33	0.33	0.00	0.67
Final Sat.:	1600	3196	4	1600	2894	306	1041	26	533	533	0	1067
Capacity Analysis Module:												
Vol/Sat:	0.05	0.24	0.24	0.00	0.25	0.25	0.10	0.16	0.16	0.00	0.00	0.01
Crit Moves:	****				****			****			****	

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Baldwin Park - EWP - PM
With Street Closure and Intersection Realignment

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #111 Pacific & Big Dalton

Cycle (sec):	100	Critical Vol./Cap.(X):	0.612
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	41	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 1	1 0	1	0 1	1 0	0	0 1!	0 0	0	0 0	0 1
Volume Module:												
Base Vol:	49	654	0	4	947	93	99	4	91	0	0	1
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	49	654	0	4	947	93	99	4	91	0	0	1
Added Vol:	0	159	0	0	111	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	49	813	0	4	1058	93	99	4	91	0	0	1
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	49	813	0	4	1058	93	99	4	91	0	0	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	49	813	0	4	1058	93	99	4	91	0	0	1
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	49	813	0	4	1058	93	99	4	91	0	0	1
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	1.00	1.84	0.16	0.51	0.02	0.47	0.00	0.00	1.00
Final Sat.:	1600	3200	0	1600	2941	259	816	33	751	0	0	1600
Capacity Analysis Module:												
Vol/Sat:	0.03	0.25	0.00	0.00	0.36	0.36	0.06	0.12	0.12	0.00	0.00	0.00
Crit Moves:	****				****			****			****	

Baldwin Park - EWP - AM
With Street Closure + Int Realignment

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #112 Cesar Chaez & Ramona

Cycle (sec):	100	Critical Vol./Cap.(X):	0.614
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	41	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	0	1 0	1 0	0	1 0	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	16	0	85	10	0	34	49	606	36	64	780	7
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	16	0	85	10	0	34	49	606	36	64	780	7
Added Vol:	8	0	6	-11	0	0	48	-12	1	12	108	0
PasserByVol:	0	0	154	0	0	0	0	0	0	164	65	0
Initial Fut:	24	0	245	-1	0	34	97	594	37	240	953	7
User Adj:	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	24	0	245	0	0	34	97	594	37	240	953	7
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	24	0	245	0	0	34	97	594	37	240	953	7
PCE Adj:	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	24	0	245	0	0	34	97	594	37	240	953	7
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.88	0.12	1.00	1.99	0.01
Final Sat.:	1600	0	1600	1600	0	1600	1600	3012	188	1600	3177	23
Capacity Analysis Module:												
Vol/Sat:	0.02	0.00	0.15	0.00	0.00	0.02	0.06	0.20	0.20	0.15	0.30	0.30
Crit Moves:			****	****			****				****	

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Baldwin Park - EWP - PM
With Street Closure and Intersection Realignment

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #112 Cesar Chaez & Ramona

Cycle (sec):	100	Critical Vol./Cap.(X):	0.785
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	0	1 0	1 0	0	1 0	1 0	1	0	1 0	1	0
Volume Module:												
Base Vol:	2	0	111	22	0	54	57	1220	43	94	748	14
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	2	0	111	22	0	54	57	1220	43	94	748	14
Added Vol:	10	0	3	-5	0	0	25	152	13	19	141	0
PasserByVol:	0	0	251	0	0	0	0	0	0	199	74	0
Initial Fut:	12	0	365	17	0	54	82	1372	56	312	963	14
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	12	0	365	17	0	54	82	1372	56	312	963	14
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	12	0	365	17	0	54	82	1372	56	312	963	14
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	12	0	365	17	0	54	82	1372	56	312	963	14
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.92	0.08	1.00	1.97	0.03
Final Sat.:	1600	0	1600	1600	0	1600	1600	3075	125	1600	3154	46
Capacity Analysis Module:												
Vol/Sat:	0.01	0.00	0.23	0.01	0.00	0.03	0.05	0.45	0.45	0.20	0.31	0.31
Crit Moves:			****	****				****				

Baldwin Park - EWP - AM
With Street Closure + Int Realignment

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #113 Baldwin Park & Ramona

Cycle (sec):	100	Critical Vol./Cap.(X):	0.593
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	39	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	85	396	112	92	390	126	114	566	10	102	612	36
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	85	396	112	92	390	126	114	566	10	102	612	36
Added Vol:	6	-7	23	-2	4	-1	-2	10	0	40	58	16
PasserByVol:	0	0	0	0	0	0	0	0	0	65	0	0
Initial Fut:	91	389	135	90	394	125	112	576	10	207	670	52
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	91	389	135	90	394	125	112	576	10	207	670	52
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	91	389	135	90	394	125	112	576	10	207	670	52
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	91	389	135	90	394	125	112	576	10	207	670	52
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.97	0.03	1.00	1.86	0.14
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	3145	55	1600	2970	230
Capacity Analysis Module:												
Vol/Sat:	0.06	0.12	0.08	0.06	0.12	0.08	0.07	0.18	0.18	0.13	0.23	0.23
Crit Moves:	****				****			****			****	

Baldwin Park - EWP - PM
With Street Closure and Intersection Realignment

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #113 Baldwin Park & Ramona

Cycle (sec):	100	Critical Vol./Cap.(X):	0.947
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	131	Level Of Service:	E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	77	371	216	181	426	84	132	966	46	191	561	67
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	77	371	216	181	426	84	132	966	46	191	561	67
Added Vol:	5	28	61	29	20	1	5	95	0	50	76	24
PasserByVol:	0	0	0	0	0	0	0	0	0	74	0	0
Initial Fut:	82	399	277	210	446	85	137	1061	46	315	637	91
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	82	399	277	210	446	85	137	1061	46	315	637	91
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	82	399	277	210	446	85	137	1061	46	315	637	91
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	82	399	277	210	446	85	137	1061	46	315	637	91
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.92	0.08	1.00	1.75	0.25
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	3067	133	1600	2800	400
Capacity Analysis Module:												
Vol/Sat:	0.05	0.12	0.17	0.13	0.14	0.05	0.09	0.35	0.35	0.20	0.23	0.23
Crit Moves:			****	****				****		****		

Baldwin Park - EWP - AM
With Street Closure + Int Realignment

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #114 Stewart & Ramona

Cycle (sec):	100	Critical Vol./Cap.(X):	0.579
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	38	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	1! 0	0	0 0	1! 0	0	1 0	1	0	1 0	1	1 0
Volume Module:												
Base Vol:	77	106	105	31	67	50	50	551	41	56	729	7
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	77	106	105	31	67	50	50	551	41	56	729	7
Added Vol:	0	0	0	0	0	0	0	16	0	0	60	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	77	106	105	31	67	50	50	567	41	56	789	7
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	77	106	105	31	67	50	50	567	41	56	789	7
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	77	106	105	31	67	50	50	567	41	56	789	7
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	77	106	105	31	67	50	50	567	41	56	789	7
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.27	0.37	0.36	0.21	0.45	0.34	1.00	1.87	0.13	1.00	1.98	0.02
Final Sat.:	428	589	583	335	724	541	1600	2984	216	1600	3172	28
Capacity Analysis Module:												
Vol/Sat:	0.05	0.18	0.18	0.02	0.09	0.09	0.03	0.19	0.19	0.04	0.25	0.25
Crit Moves:		****			****			****			****	

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Baldwin Park - EWP - PM
With Street Closure and Intersection Realignment

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #114 Stewart & Ramona

Cycle (sec):	100	Critical Vol./Cap.(X):	0.631
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	43	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	1! 0	0	0 0	1! 0	0	1 0	1	0	1 0	1	1 0
Volume Module:												
Base Vol:	40	85	67	25	80	37	100	948	40	82	489	23
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	40	85	67	25	80	37	100	948	40	82	489	23
Added Vol:	0	0	0	0	0	0	0	112	0	0	79	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	40	85	67	25	80	37	100	1060	40	82	568	23
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	40	85	67	25	80	37	100	1060	40	82	568	23
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	85	67	25	80	37	100	1060	40	82	568	23
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	40	85	67	25	80	37	100	1060	40	82	568	23
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.21	0.44	0.35	0.18	0.56	0.26	1.00	1.93	0.07	1.00	1.92	0.08
Final Sat.:	333	708	558	282	901	417	1600	3084	116	1600	3075	125
Capacity Analysis Module:												
Vol/Sat:	0.03	0.12	0.12	0.02	0.09	0.09	0.06	0.34	0.34	0.05	0.18	0.18
Crit Moves:		****		****				****		****		

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Baldwin Park - EWP - AM
With Street Closure + Int Realignment

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #115 Merced & Ramona

Cycle (sec):	100	Critical Vol./Cap.(X):	0.667
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	46	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	139	263	52	72	281	122	108	520	46	29	813	45
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	139	263	52	72	281	122	108	520	46	29	813	45
Added Vol:	0	0	3	0	0	0	0	13	0	2	58	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	139	263	55	72	281	122	108	533	46	31	871	45
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	139	263	55	72	281	122	108	533	46	31	871	45
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	139	263	55	72	281	122	108	533	46	31	871	45
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	139	263	55	72	281	122	108	533	46	31	871	45
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.65	0.35	1.00	1.39	0.61	1.00	1.84	0.16	1.00	1.90	0.10
Final Sat.:	1600	2647	553	1600	2231	969	1600	2946	254	1600	3043	157
Capacity Analysis Module:												
Vol/Sat:	0.09	0.10	0.10	0.05	0.13	0.13	0.07	0.18	0.18	0.02	0.29	0.29
Crit Moves:	****				****		****				****	

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Baldwin Park - EWP - PM
With Street Closure and Intersection Realignment

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #115 Merced & Ramona

Cycle (sec):	100	Critical Vol./Cap.(X):	0.661
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	46	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	37	266	62	62	300	41	113	978	132	57	473	68
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	37	266	62	62	300	41	113	978	132	57	473	68
Added Vol:	0	0	5	0	0	0	0	107	0	4	75	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	37	266	67	62	300	41	113	1085	132	61	548	68
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	37	266	67	62	300	41	113	1085	132	61	548	68
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	37	266	67	62	300	41	113	1085	132	61	548	68
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	37	266	67	62	300	41	113	1085	132	61	548	68
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.60	0.40	1.00	1.76	0.24	1.00	1.78	0.22	1.00	1.78	0.22
Final Sat.:	1600	2556	644	1600	2815	385	1600	2853	347	1600	2847	353
Capacity Analysis Module:												
Vol/Sat:	0.02	0.10	0.10	0.04	0.11	0.11	0.07	0.38	0.38	0.04	0.19	0.19
Crit Moves:		****		****				****		****		

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Baldwin Park - EWP - AM
With Street Closure + Int Realignment

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #116 Merced & Baldwin Park

Cycle (sec):	100	Critical Vol./Cap.(X):	0.615
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	41	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	184	418	191	50	298	103	98	434	72	155	592	44
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	184	418	191	50	298	103	98	434	72	155	592	44
Added Vol:	0	3	9	0	2	0	0	10	0	7	45	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	184	421	200	50	300	103	98	444	72	162	637	44
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	184	421	200	50	300	103	98	444	72	162	637	44
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	184	421	200	50	300	103	98	444	72	162	637	44
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	184	421	200	50	300	103	98	444	72	162	637	44
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.36	0.64	1.00	1.49	0.51	1.00	1.72	0.28	1.00	1.87	0.13
Final Sat.:	1600	2169	1031	1600	2382	818	1600	2753	447	1600	2993	207
Capacity Analysis Module:												
Vol/Sat:	0.12	0.19	0.19	0.03	0.13	0.13	0.06	0.16	0.16	0.10	0.21	0.21
Crit Moves:	****				****		****				****	

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Baldwin Park - EWP - PM
With Street Closure and Intersection Realignment

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #116 Merced & Baldwin Park

Cycle (sec):	100	Critical Vol./Cap.(X):	0.723
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	53	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	75	312	166	31	391	91	100	688	116	217	535	32
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	75	312	166	31	391	91	100	688	116	217	535	32
Added Vol:	0	5	9	0	4	0	0	95	0	12	68	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	75	317	175	31	395	91	100	783	116	229	603	32
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	75	317	175	31	395	91	100	783	116	229	603	32
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	75	317	175	31	395	91	100	783	116	229	603	32
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	75	317	175	31	395	91	100	783	116	229	603	32
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.29	0.71	1.00	1.63	0.37	1.00	1.74	0.26	1.00	1.90	0.10
Final Sat.:	1600	2062	1138	1600	2601	599	1600	2787	413	1600	3039	161
Capacity Analysis Module:												
Vol/Sat:	0.05	0.15	0.15	0.02	0.15	0.15	0.06	0.28	0.28	0.14	0.20	0.20
Crit Moves:	****				****			****			****	

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Appendix B-5

LOS Calculation Sheets

Future With Project
With Mitigation Conditions

Baldwin Park - FWP w Mit (Add RT Lanes) - PM
With Street Closure and Intersection Realignment

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #101 Maine & Ramona

Cycle (sec):	100	Critical Vol./Cap.(X):	1.089
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	2	0 1	1 0	2	0 1
Volume Module:												
Base Vol:	111	457	72	116	617	110	161	1017	186	129	635	100
Growth Adj:	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09
Initial Bse:	121	497	78	126	671	120	175	1106	202	140	690	109
Added Vol:	56	137	4	67	145	31	46	101	35	6	68	48
PasserByVol:	173	-53	0	0	-124	124	53	0	222	0	0	0
Initial Fut:	350	581	82	193	692	275	274	1207	459	146	758	157
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	350	581	82	193	692	275	274	1207	459	146	758	157
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	350	581	82	193	692	275	274	1207	459	146	758	157
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	350	581	82	193	692	275	274	1207	459	146	758	157
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.75	0.25	1.00	1.43	0.57	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1600	2803	397	1600	2291	909	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.22	0.21	0.21	0.12	0.30	0.30	0.17	0.38	0.29	0.09	0.24	0.10
Crit Moves:	****				****			****			****	

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Baldwin Park - FWP w Mit (Add RT Lanes) - PM
With Street Closure and Intersection Realignment

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #113 Baldwin Park & Ramona

Cycle (sec):	100	Critical Vol./Cap.(X):	1.020
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	77	371	216	181	426	84	132	966	46	191	561	67
Growth Adj:	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09
Initial Bse:	84	403	235	197	463	91	144	1050	50	208	610	73
Added Vol:	5	75	76	29	71	1	5	119	0	62	100	24
PasserByVol:	0	0	0	0	0	0	0	0	0	81	0	0
Initial Fut:	89	478	311	226	534	92	149	1169	50	351	710	97
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	89	478	311	226	534	92	149	1169	50	351	710	97
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	89	478	311	226	534	92	149	1169	50	351	710	97
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	89	478	311	226	534	92	149	1169	50	351	710	97
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.06	0.15	0.19	0.14	0.17	0.06	0.09	0.37	0.03	0.22	0.22	0.06
Crit Moves:			****	****				****		****		

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Baldwin Park - FWP w Mitigation (Add RT Lanes and Keep WB Open) - PM
With Street Closure and Intersection Realignment

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #101 Maine & Ramona

Cycle (sec):	100	Critical Vol./Cap.(X):	0.981
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	168	Level Of Service:	E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	2	0 1	1 0	2	0 1
Volume Module:												
Base Vol:	111	457	72	116	617	110	161	1017	186	129	635	100
Growth Adj:	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09
Initial Bse:	121	497	78	126	671	120	175	1106	202	140	690	109
Added Vol:	56	137	4	67	145	31	46	101	35	6	68	48
PasserByVol:	0	-53	0	0	0	0	53	0	222	0	0	0
Initial Fut:	177	581	82	193	816	151	274	1207	459	146	758	157
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	177	581	82	193	816	151	274	1207	459	146	758	157
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	177	581	82	193	816	151	274	1207	459	146	758	157
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	177	581	82	193	816	151	274	1207	459	146	758	157
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.75	0.25	1.00	1.69	0.31	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1600	2803	397	1600	2701	499	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.11	0.21	0.21	0.12	0.30	0.30	0.17	0.38	0.29	0.09	0.24	0.10
Crit Moves:	****				****			****			****	

Baldwin Park - FWP w Mitigation (Add RT Lanes and Keep WB Open) - PM
With Street Closure and Intersection Realignment

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #113 Baldwin Park & Ramona

Cycle (sec):	100	Critical Vol./Cap.(X):	0.969
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	153	Level Of Service:	E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2	0 1	1 0	2	0 1	1 0	2	0 1	1 0	2	0 1
Volume Module:												
Base Vol:	77	371	216	181	426	84	132	966	46	191	561	67
Growth Adj:	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09
Initial Bse:	84	403	235	197	463	91	144	1050	50	208	610	73
Added Vol:	5	75	76	29	71	1	5	119	0	62	100	24
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	89	478	311	226	534	92	149	1169	50	270	710	97
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	89	478	311	226	534	92	149	1169	50	270	710	97
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	89	478	311	226	534	92	149	1169	50	270	710	97
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	89	478	311	226	534	92	149	1169	50	270	710	97
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.06	0.15	0.19	0.14	0.17	0.06	0.09	0.37	0.03	0.17	0.22	0.06
Crit Moves:			****	****				****		****		

Appendix B-6

LOS Calculation Sheets

Existing With Project
With Mitigation Conditions

Baldwin Park - EWP w Mit (Add RT Lanes Only) - PM
With Street Closure and Intersection Realignment

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #101 Maine & Ramona

Cycle (sec):	100	Critical Vol./Cap.(X):	0.990
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	2	0 1	1 0	2	0 1
Volume Module:												
Base Vol:	111	457	72	116	617	110	161	1017	186	129	635	100
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	111	457	72	116	617	110	161	1017	186	129	635	100
Added Vol:	40	96	4	67	102	31	46	81	16	6	49	48
PasserByVol:	159	-49	0	0	-114	114	49	0	204	0	0	0
Initial Fut:	310	504	76	183	605	255	256	1098	406	135	684	148
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	310	504	76	183	605	255	256	1098	406	135	684	148
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	310	504	76	183	605	255	256	1098	406	135	684	148
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	310	504	76	183	605	255	256	1098	406	135	684	148
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.74	0.26	1.00	1.41	0.59	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1600	2781	419	1600	2251	949	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.19	0.18	0.18	0.11	0.27	0.27	0.16	0.34	0.25	0.08	0.21	0.09
Crit Moves:	****				****			****			****	

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Baldwin Park - EWP w Mit (Add RT Lanes and Keep WB Open) - PM
With Street Closure and Intersection Realignment

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #101 Maine & Ramona

Cycle (sec):	100	Critical Vol./Cap.(X):	0.891
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	96	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	2	0 1	1 0	2	0 1
Volume Module:												
Base Vol:	111	457	72	116	617	110	161	1017	186	129	635	100
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	111	457	72	116	617	110	161	1017	186	129	635	100
Added Vol:	40	96	4	67	102	31	46	81	16	6	49	48
PasserByVol:	0	-49	0	0	0	0	49	0	204	0	0	0
Initial Fut:	151	504	76	183	719	141	256	1098	406	135	684	148
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	151	504	76	183	719	141	256	1098	406	135	684	148
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	151	504	76	183	719	141	256	1098	406	135	684	148
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	151	504	76	183	719	141	256	1098	406	135	684	148
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.74	0.26	1.00	1.67	0.33	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1600	2781	419	1600	2675	525	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.09	0.18	0.18	0.11	0.27	0.27	0.16	0.34	0.25	0.08	0.21	0.09
Crit Moves:	****				****			****			****	

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