

Final

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

Environmental Impact Report (EIR)
State Clearinghouse No. 2014121098

Prepared for
City of Baldwin Park
Community Development
Department

October 2015



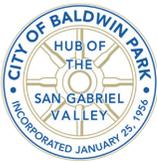
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CHAPTER 1

Introduction

This Final Environmental Impact Report (FEIR) has been prepared in conformance with the environmental policy guidelines for the implementation of the California Environmental Quality Act (CEQA) to evaluate the environmental effects that may result from construction and operation of the proposed Downtown Transit-Oriented Development (TOD) Specific Plan (project).

According to *CEQA Guidelines*, Section 15132, the Final EIR shall consist of:

- (a) The Draft EIR or a revision of the Draft;
- (b) Comments and recommendations received on the Draft EIR, either verbatim or in summary;
- (c) A list of persons, organizations, and public agencies commenting on the Draft EIR;
- (d) The responses of the lead agency to significant environmental points raised in the review and consultation process;
- (e) Any other information added by the lead agency.

This document contains responses to comments received on the Draft EIR for the proposed project during the public review period that began May 1, 2015, and closed June 22, 2015. This document has been prepared in accordance with CEQA and the *CEQA Guidelines*, and represents the independent judgment of the lead agency, the City of Baldwin Park. This document and the circulated Draft EIR comprise the Final EIR in accordance with *CEQA Guidelines*, Section 15132.

Format of the Final EIR

The following chapters are contained within this document:

Chapter 1, Introduction. This chapter describes CEQA requirements and the content of the Final EIR.

Chapter 2, Response to Comments. This chapter provides a list of agencies and organizations who commented on the Draft EIR, as well as copies of their comment letters received during the public review period, and individual responses to their comments.

Chapter 3, Revisions to the Draft EIR. This chapter contains minor revisions made to the Draft EIR as a result of the comments received by agencies and organizations as described in Chapter 3, and/or errors and omissions discovered subsequent to release of the Draft EIR for public review. These minor revisions clarify, amplify, or make insignificant changes to the EIR. Revisions to the EIR have not resulted in new significant impacts or mitigation measures or increased the severity of an impact.

The City of Baldwin Park has determined that none of the revisions made to the Draft EIR constitutes significant new information that requires recirculation of the Draft EIR for further public comment under *CEQA Guidelines* Section 15088.5. The additional material clarifies existing information presented in the Draft EIR, and does not present any new substantive information. None of this new material indicates that the project would result in a significant new environmental impact not previously disclosed in the Draft EIR. Additionally, none of this material indicates that there would be a substantial increase in the severity of a previously identified environmental impact that would not be mitigated, or that there would be any of the other circumstances requiring recirculation described in Section 15088.5.

CEQA Guidelines Section 15088.5(a):

- (a) A lead agency is required to recirculate an EIR when significant new information is added to the EIR after public notice is given of the availability of the draft EIR for public review under Section 15087 but before certification...”Significant new information” requiring recirculation include, for example, a disclosure showing that:
 - (1) A new significant environmental impact would result from the project or from a new mitigation measure proposed to be implemented.
 - (2) A substantial increase in the severity of an environmental impact would result unless mitigation measures are adopted that reduce the impact to a level of insignificance.
 - (3) A feasible project alternative or mitigation measure considerably different from the others previously analyzed would clearly lessen the environmental impacts of the project, but the project’s proponents decline to adopt it.
 - (4) The draft EIR was so fundamentally and basically inadequate and conclusory in nature that meaningful public review and comment were precluded.

The revisions compiled in Chapter 3 do not constitute “Significant new information” noted in Section 15088.5(a)(1) since no new significant environmental impacts have been identified following the publication of the Draft PEIR.

The revisions compiled in this Chapter do not constitute “Significant new information” noted in Section 15088.5(a)(2) since none of the modifications would result in a substantial increase in impacts already identified.

The revisions compiled in this Chapter do not constitute “Significant new information” noted in Section 15088.5(a)(3) since no new alternatives have been identified that would clearly lessen impacts.

Finally, the revisions compiled in this Chapter do not constitute “Significant new information” noted in Section 15088.5(a)(4) since the Draft EIR is not fundamentally and basically inadequate and conclusory in nature. The Draft EIR compiles information available at the time of publication to assist in evaluating the values and risks of moving forward.

Chapter 4, Mitigation, Monitoring, and Reporting Program. This chapter includes the Mitigation Monitoring and Reporting Program (MMRP). CEQA requires lead agencies to “adopt a reporting and mitigation monitoring program for the changes to the project which it has adopted or made a condition of project approval in order to mitigate or avoid significant effects on the environment” (CEQA Section 21081.6, *CEQA Guidelines* Section 15097). The MMRP was prepared based on the mitigation measures included in this Final EIR and has been included as Chapter 4.0.

CEQA Requirements Regarding Comments and Responses

CEQA Guidelines Section 15204(a) outlines parameters for submitting comments, and reminds persons and public agencies that the focus of review and comment of Draft EIRs should be “on the sufficiency of the document in identifying and analyzing the possible impacts on the environment and ways in which the significant effects of the project might be avoided or mitigated. Comments are most helpful when they suggest additional specific alternatives or mitigation measures that would provide better ways to avoid or mitigate the significant environmental effects.”

CEQA Guidelines Section 15204(c) further advises, “Reviewers should explain the basis for their comments, and should submit data or references offering facts, reasonable assumptions based on facts, or expert opinion supported by facts in support of the comments. Pursuant to Section 15064, an effect shall not be considered significant in the absence of substantial evidence.” Section 15204 (d) also states, “Each responsible agency and trustee agency shall focus its comments on environmental information germane to that agency’s statutory responsibility.” Section 15204 (e) states, “This section shall not be used to restrict the ability of reviewers to comment on the general adequacy of a document or of the lead agency to reject comments not focused as recommended by this section.”

Lead agencies are required to evaluate all comments on environmental issues received on the Draft PEIR and prepare a written response pursuant to *CEQA Guidelines* Section 15088. Written responses should address the environmental issue(s) raised and provide a detailed response. Rationale must be provided when specific comments or suggestions (e.g., additional mitigation measures) are not accepted. In addition, the written response must be a good faith and reasoned analysis. As long as a good faith effort at full disclosure is made in the EIR (*CEQA Guidelines*

Section 15204), lead agencies need only to respond to significant environmental issues associated with the project and do not need to provide all the information requested by commenters.

In accordance with CEQA, Public Resources Code (PRC) Section 21092.5, copies of the written responses to public agencies will be forwarded to those agencies at least 10 days prior to certification of the environmental impact report.

CHAPTER 2

Response to Comments

Section 15088 of the *CEQA Guidelines* requires the lead agency, the City of Baldwin Park, to evaluate comments on environmental issues received from public agencies and interested parties who reviewed the Draft EIR and prepare written responses. This section provides all written responses received on the Draft EIR and the City of Baldwin Park’s responses to each comment. Comment letters and specific comments are given letters and numbers for reference purposes.

The following is a list of agencies, organizations and individuals that submitted comments on the Draft EIR during the public review period. Comments received on the Draft EIR and responses to those comments are shown on the following pages.

Reference	Agency/Organization/Resident Name	Date of Comment
Agencies		
Caltrans	California Department of Transportation	June 12, 2015
Caltrans	California Department of Transportation	July 30, 2015
Metrolink	Metrolink	June 22, 2015
PUC	State of California Public Utilities Commission	June 25, 2015
San Districts	County Sanitation Districts of Los Angeles County	June 22, 2015
SCH	State Clearinghouse and Planning Unit	June 16, 2015
Interested Parties		
JMA	Juliet M. Arroyo	June 22, 2015

DEPARTMENT OF TRANSPORTATION
DISTRICT 7, TRANSPORTATION PLANNING
IGR/CEQA BRANCH
100 MAIN STREET, MS # 16
LOS ANGELES, CA 90012-3606
PHONE: (213) 897-9140
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Flex your power!
Be energy efficient!

June 12, 2015

RECEIVED
JUN 22 2015
CITY OF BALDWIN PARK
PLANNING DIVISION

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

RE: City of Baldwin Park Downtown Transit Oriented
Development (TOD) Specific Plan
SCH # 2014121098
Vic. LA-605, 10
IGR/CEQA No. 150513AL-DEIR

Dear Ms. Harbin:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the above referenced project. The proposed downtown Transit Oriented Development (TOD) 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.

From Table 4.1, Baldwin Park Downtown Specific Plan-Land Use Summary from page 33 of Traffic Study (TS), prepared on February 20, 2015, the proposed Specific Plan is forecast to build additional 831 additional residential units and additional 289,138 square feet non-residential development. On page 36, Table 4.2 Trip Generation by Land Use, the Specific Plan will generate additional 332/1,084 AM/PM peak hour trips and 9,651 average daily trips. There are a total of 18 projects in the Specific Plan vicinity which would generate a total of 2,670/5,542 AM/PM peak hour trips. Many of the trips will utilize the State facilities. Potential cumulative traffic impact may occur on the State facilities if no mitigation is proposed.

On page 46 of the TS, "The maximum number for 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." The assignment of trips to the freeway need to be justified by validated source. The assignment of trips to on/off ramps needs to be disclosed.

Caltrans would like to quantify the development's impact of state facilities, specifically the on/Off-ramps between Pacific Avenue and Baldwin Park Boulevard (inclusive) in terms of trip generation and queuing since those ramps are of close proximity to the proposed development.



Caltrans is concerned that the freeway ramps will back up, creating a potentially unsafe condition. To ensure the ramps do not back up, which would potentially create a safety issue, the intersections adjacent to the ramps must be able to absorb the off-ramp volumes at the same time as they serve local circulation and land uses.

2

Queuing analysis capacity of the off-ramp should be calculated by the actual length of the off-ramp between the terminuses to the gore point with 30 feet per car. The queue length should be calculated from the traffic counts, actual signal timing and the percent of truck assignments to the ramp with a passenger car equivalent factor of 3.0 (worst case scenario). The analyzed result may need to be calibrated with actual signal timing when necessary. Please include mitigation measures if forecasted vehicle queues are expected to exceed 85% of the total available storage capacity such that the storage will allow a 15% safety factor. It is also recommended that the City determine whether project-related plus cumulative traffic is expected to cause long queues on the on and off-ramps.

3

Caltrans is concerned that the project impacts may result in unsafe conditions due to additional traffic congestion, unsafe queuing, and difficult maneuvering. These concerns need to be adequately addressed in the EIR. In summary, without the necessary traffic analysis, Caltrans cannot recognize the TS and DEIR as adequately identifying and mitigating the project's impacts to the State highway facilities.

4

As a reminder, Caltrans encourages the City to work with neighboring developing cities such as City of Whittier to resolve any cumulative significant traffic impacts on the State facilities. The plan to work with the neighboring cities should be discussed in the Circulation Element of the General Plan or a new Resolution/Policy should be passed such as follows:

- The City will work with neighboring cities to address cumulative significant traffic impact on freeway I-10, I-210, and I-605, and on/off ramps as a result of build out of the General Plan and Specific Plan.
- The City will work with Caltrans to identify potential cumulative traffic impact and mitigation measures.
- The City will form a fair share fee program working with neighboring cities to improve the State facilities.
- The City traffic impact fees will include any State facility improvement as part of the cumulative traffic impact. Procuring funds toward freeway segments, freeway interchanges, freeway on/off-ramps, as well as for bus and rail transit facilities will be in the goals of the City.

5

Project coordinator, Mr. Alan Lin, left you 3 voice messages between 6/8/15 and 6/12/15, we would like to formally invite the lead agency, City of Baldwin Park to discuss traffic impacts, and traffic mitigation alternatives which may include fair share contributions towards planned or future freeway improvements within the City. Please contact this office at your earliest convenience to schedule a meeting in the near future.

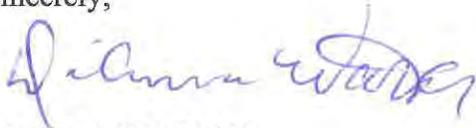
6

Ms. Amy Harbin
June 12, 2015
Page 3 of 3

Comment Letter: Caltrans District 7 - Watson

If you have any questions, please feel free to contact Alan Lin the project coordinator at (213) 897-8391 and refer to IGR/CEQA No. 150513AL.

Sincerely,



DIANNA WATSON
IGR/CEQA Branch Chief

cc: Scott Morgan, State Clearinghouse

California Department of Transportation (June 12, 2015)

Caltrans 1-1 Page 46 of the Traffic Study explains that the assignment of trips to the freeways was based on the trip distribution discussed earlier in the report. On pages 35 and 36 of the Traffic Study it was explained that “the likely distribution of project trips was identified based on the types 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, . . . and that the trip distribution was 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 area adjacent to the Specific Plan area. The primary source was therefore a published and accepted source that is based on regional modeling information.

The Traffic Study, on page 19, in its consideration of background future traffic volumes, included cumulative development through its use of regional growth forecasts. Thus, the traffic analysis presented in the Draft EIR addresses the cumulative effects of the development projects cited in Comment Caltrans 1-1.

The Traffic Study, on page 46, estimated that future development within the Specific Plan area would add a maximum of 30 to 55 one-way trips per hour at any CMP monitoring location. Further review indicates an estimated maximum added trip volume of 72 trips per hour at any mainline freeway location as the result of the proposed Specific Plan. Added trips at most locations would represent less than one trip per minute, and at all locations, added Specific Plan-related traffic would represent less than one percent of total freeway volumes.

Based on the trip distribution described in the Traffic Study and projected freeway volumes, the following freeway ramps would be expected to be used by Specific Plan area traffic, with the following additional traffic volumes due to the new development within the Specific Plan area. Other freeway off-ramps would not be expected to be used as they would not be on convenient access routes to the project area.

In the AM peak hour, Specific Plan generated trip totals would be negligible. In the PM peak hour, added Specific Plan area traffic would be low – which, at a maximum, represent an average of one car per minute. It is therefore unlikely that they would substantially add to traffic queues at the ramps.

The concerns raised in Comment Caltrans 1-1 focus on cumulative conditions resulting from existing and project future traffic along State facilities. As noted above, the contribution of the proposed Specific Plan area is low in the PM peak hour and negligible in the AM peak hour, as shown in Table 1 below.

TABLE 1
ANTICIPATED SPECIFIC PLAN-RELATED TRAFFIC AT AREA OFF-RAMPS

Off-Ramp	AM Peak Hour Trips	PM Peak Hour Trips
I-10 EB at Baldwin Park	4	55
I-10 EB at Puente Avenue	1	9
I-10 WB at Pacific Avenue	4	63
I-605 NB at Ramona	5	72
I-605 SB at Arrow Highway	2	30
I-210 at WB at Irwindale	1	15

Observations were conducted of four freeway off-ramps on September 15, 16, 28, and 29, 2015 that would experience the greatest increase in Project traffic. These include:

- I-10 EB at Baldwin Park
- I-10 WB at Pacific Avenue
- I-605 SB at Arrow Highway
- I-605 NB at Ramona Boulevard

The results are shown in Table 2. During the AM peak hour, the maximum observed queues at the off-ramps were short and well within the storage capacity of all four off-ramps. The addition of one car per minute from future development within the specific plan area would therefore not extend the queue substantially or cause it to exceed the capacity of the off-ramp at any location.

During the PM peak hour, the observed queues at the off-ramps were also short and well within the storage capacity of three of the four off-ramps. The addition of one car per minute from future development within the specific plan area would therefore not extend the queue substantially or cause it to exceed the capacity of the off-ramp at any location. The exception was the I-605 NB off-ramp at Ramona Boulevard where the queue in September 2015 was observed to extend onto a mainline auxiliary lane for approximately 1,360 feet. At this location, the queue backup is clearly an existing condition, and the addition of approximately one project-related vehicle per minute could extend the queue slightly, but would not cause or substantially worsen the existing backup onto the mainline auxiliary lane. It should also be noted that the existing off-ramp is approximately 1,090 feet long, with two lanes over much of its distance. However it was observed that the great majority of traffic was only using one lane on the off-ramp because it was turning in one direction only at the end of the ramp. An improvement to the intersection at the end of the ramp would likely substantially reduce the existing queue length to within the available storage

capacity. The NB Ramona Boulevard off-ramp along I-605 is within the freeway right-of-way, Caltrans has the exclusive responsibility to address existing queuing conditions. Such conditions could be addressed by restriping the off-ramp to reconfigure the turn lanes.

**TABLE 2
OBSERVED QUEUING ON I-10 AND I-605 OFF-RAMPS NEAR BALDWIN PARK**

Ramp	Storage Length (Feet)	AM Maximum Queue ¹ (Feet)	PM Maximum Queue ¹ (Feet)
I-10 e/b @ Baldwin Park ²	2,072	275	475
I-10 w/b @ Pacific ²	1,186	75	125
I-605 s/b @ Arrow ²	1,481	750	100
I-605 n/b @ Ramona ^{2,3}	1,676	325	2,450

1. Assumed 25' per queued vehicle.

2. Observations on 9-15-15, 9-16-15, 9-28-15 and 9-29-15, and worst queue used.

3. The observed PM queue used primarily only the right lane. The left lane was largely unused.

Under cumulative conditions, the Downtown TOD Specific Plan would make a minimal contribution to increased traffic at the off-ramps. The City of Baldwin Park will require future development within the specific plan area to participate in regional solutions to cumulative impacts to mainline traffic resulting from vehicle queues on freeway off-ramps.

In addition, as noted in Response Caltrans 1-5, the proposed Baldwin Park Downtown TOD Specific Plan represents a significant reduction in the amount of development (and resulting traffic) that would be permitted within the specific plan area as compared to the City's existing General Plan and zoning, and is designed to increase use of transit and non-motorized transit. The City's commitment to address improvements needed due to existing and future development in the region is set forth in Response Caltrans 1-5. Thus, if the City were to do nothing, and not adopt the Downtown TOD Specific Plan, the future traffic impacts from development currently allowed within the downtown area would be greater than that contemplated by the Downtown TOD Specific Plan.

Caltrans 1-2 The Specific Plan area is located approximately 1.4 to 1.8 miles from I-10 freeway ramps, 2.2 to 2.5 miles from I-605 ramps, and 4.5 miles from I-210 ramps. Of the three ramps with the highest projected Specific Plan traffic volumes, the I-10 EB off-ramp at Baldwin Park Boulevard provides approximately 1,000 feet of storage, the I-10 WB off-ramp at Pacific Avenue provides approximately 1,150 feet of storage, and the I-605 NB off-ramp at Ramona Avenue provides approximately 1,650 feet of storage. Given the distance from the Specific Plan area to the freeway ramps, the low traffic

volumes projected to use the ramps, and the storage capacities of the ramps, it is unlikely that proposed Specific Plan development would add substantially to any queues on the ramps.

This conclusion is supported by the results documented in the Traffic Study showing there would be no unmitigated significant traffic impacts on streets and intersections in and around the Specific Plan area, where project traffic would be at its highest and most concentrated. It can therefore be concluded that traffic impacts would diminish with increasing distance from the Specific Plan area, due to an increasing number of roadway options for travel resulting in lower concentrations of Specific Plan area traffic volumes.

No factual evidence is provided in this Comment to substantiate a conclusion that traffic on freeway ramps will back up onto the mainline, creating potentially unsafe conditions.

See also Response Caltrans 1-5.

Caltrans 1-3 See Response Caltrans 1-2.

Caltrans 1-4 Comment Caltrans 1-4 offers no factual evidence regarding a potential for additional traffic to create unsafe conditions or queuing, or difficult maneuvering. The information provided in Response 1-2 indicates that such conditions would not result from development of the proposed Specific Plan, due to low projected additional volumes being generated within the Specific Plan area. Caltrans concern about “difficult maneuvering” is not an issue because the freeway ramps were designed and constructed by Caltrans to Caltrans standards, are operated by Caltrans, and the project proposes no change to their physical characteristics.

Caltrans 1-5 Approval of the proposed Baldwin Park Downtown TOD Specific Plan represents a significant reduction in the amount of development (and resulting traffic) that would be permitted within the specific plan area as compared to the City’s existing General Plan and zoning. Thus, the traffic-related impacts of the proposed Specific Plan would be substantially less than those analyzed in the City’s certified General Plan EIR. In addition, the proposed project is specifically designed to reduce reliance on automobile travel by improving connectivity of the Downtown area to transit and by providing a mix of uses that would encourage walking and bicycle travel within the Downtown area. Thus, the overall effect of the proposed Specific Plan is to reduce reliance on automobile travel and reduce vehicle miles travelled, as called for in the required Sustainable Communities Strategy adopted for the San Gabriel Valley consistent with the provisions of AB 32 and SB 375. By increasing connectivity to transit and enhancing opportunities for pedestrian and bicycle travel, the proposed Downtown Baldwin Park Specific Plan is consistent with the intent of SB 743 to reduce future miles travelled.

While the City of Baldwin Park will pursue General Plan policies aimed at establishing multi-jurisdictional funding programs for improvements to State facilities, such programs would not constitute “mitigation” under CEQA, since Caltrans has no concrete plans for use of locally-generated funds to make actual physical improvements to specific State facilities. Nevertheless, the City of Baldwin Park will pursue inclusion in its General Plan of policies to:

- Work with neighboring cities to address the cumulative traffic impacts of future development on the I-10, I-210, and I-605 freeways, including the freeway mainlines, interchanges, and on- and off-ramps.
- Work with Caltrans to identify the improvements to the I-10, I-210, and I-605 freeways, including the freeway mainlines, interchanges, and on- and off-ramps needed to for existing and projected future development within the San Gabriel Valley.
- Work with the San Gabriel Valley Council of Governments (SGVCOG) to establish local funding mechanisms to supplement federal, state, and regional funding for improvements to the I-10, I-210, and I-605 freeways, including the freeway mainlines, interchanges, and on- and off-ramps.
- Work with the San Gabriel Valley Council of Governments (SGVCOG) to establish local funding mechanisms to supplement federal, state, and regional funding for transit facilities.
- Require consultation with Caltrans regarding the need for a traffic study addressing state facilities for all future projects defined as being of statewide, regionwide, or areawide significant per *CEQA Guidelines* Section 15206(b).
- Work with Caltrans where appropriate and applicable to evaluate access management needs and strategies to better manage traffic operations on arterial streets located within close proximity of freeway off-ramps in an effort to reduce the potential for traffic backups and friction at Caltrans ramp signals.

Caltrans 1-6 Comment Caltrans 1-6 does not raise any significant environmental issues regarding the Draft EIR or its analyses and conclusions. The meeting requested by Caltrans was held July 23, 2015, and is summarized in Caltrans’ July 30, 2015 memo. See Comments and Responses 2-1 through 2-10.

Comment Letter: Caltrans District 7 - Lin

From: Lin, Alan S@DOT [<mailto:alan.lin@dot.ca.gov>]

Sent: Thursday, July 30, 2015 3:42 PM

To: Amy Harbin

Cc: Watson, DiAnna@DOT; Young, Kenneth C@DOT; Alvarez, Elmer P@DOT; Ansarie, Rashid L@DOT

Subject: Baldwin Park Downtown TOD Specific Plan

Hi Amy,

Please forward this email to your team. I have attached the sign-in sheet for your record.

It certainly is our pleasure to meet with the City staff and the consultants last Thursday, 7/23/15. Here is a meeting summary, feel free to add or send feedback to us.

1. Caltrans did not receive NOP from the City or State Clearinghouse. City assumes that Caltrans will receive a copy from the State Clearinghouse. 1
2. Caltrans mailing address is not in the City's agency circulation sheet. City will add Caltrans's address to the list and make sure to send a copy of an environmental document to Caltrans from now on. This will solve the disconnect communication between two agencies. 2
3. The City does not have traffic impact studies guideline. However, the City uses the County's Traffic Impact Analysis Report Guidelines. 3
4. The City does not have a threshold for the State facilities. However, City follows the 2010 Congestion Management Program (CMP). 4
5. The consultant is aware that Caltrans does not use CMP when analyzing the freeway because it does not provide any analysis when the trips is less than 150 vehicles on the freeway and 50 trips on the highway and the LOS is F. 5
6. Caltrans has concerns for the off-ramps when the traffic may back up to the mainline and thus causing potential traffic rear-end accident. Therefore, a queuing analysis is required in a traffic study. 6
7. A case study, Millennium Hollywood Project, is presented to the City that when an adequate traffic study is not prepared on the State facilities, a third party may take legal action against developer and/or agency. Caltrans role is to ensure the environmental document is defensible to the public. 7
8. Caltrans presented few more case studies from the City of Irwindale, City of Pasadena, and the County of Los Angeles that few Lead Agencies sample responses/solutions are prepared from the effort in working with Caltrans closely. 8

Comment Letter: Caltrans District 7 - Lin

- 9. Potential congestion solutions for the specific plan could be the new policies to the General Plan, corridor study with neighboring cities, queuing analysis for the specific projects, amendments to the existing used traffic guidelines, working with regional agencies, etc.
- 10. Both agencies are committed in working together. The City now has enough information to make adequate response to Caltrans. Caltrans is willing to review and send feedback when a draft response to comment is available.

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Please feel free to add/change any comment.

Thank you!

Alan Lin, P.E.
Project Coordinator
State of California
Department of Transportation
District 7, Office of Transportation Planning
Mail Station 16
100 South Main Street
Los Angeles, CA 90012
(213) 897-8391 Office
(213) 897-1337 Fax

California Department of Transportation (July 30, 2015)

- Caltrans 2-1** The Notice of Preparation (NOP) was transmitted to the California State Clearinghouse for distribution to State agencies in compliance with the provisions of CEQA. The Clearinghouse's website indicates that the NOP was, in fact, transmitted to Caltrans, Division of Transportation Planning and Caltrans, District 7. That Caltrans might not have received the NOP is beyond the City's control, and does not affect the adequacy of the Draft EIR or its analyses and conclusions.
- Caltrans 2-2** The City will transmit the Final EIR and future CEQA and public hearing notices as required by CEQA.
- Caltrans 2-3** Comment Caltrans 2-3 provides a summary of the basis for the methodology used for traffic analysis in the Draft EIR. This comment does not raise any significant environmental issues regarding the adequacy of the Draft EIR or its analyses and conclusions.
- Caltrans 2-4** Comment Caltrans 2-4 provides a summary of the basis for the methodology used for traffic analysis of state facilities used in the Draft EIR. It should also be noted that Caltrans also does not have thresholds for significance of impacts on State facilities. This comment does not raise any significant environmental issues regarding the adequacy of the Draft EIR or its analyses and conclusions.
- Caltrans 2-5** See Response Caltrans 2-4. The threshold for analysis noted in Comment Caltrans 2-5 is a commonly used threshold employed not only by the City of Baldwin Park, but also by cities throughout Los Angeles County. It provides a reasonable basis for screening out projects that would not result in significant impacts on State facilities.
- It is the responsibility of the Lead Agency (i.e., City of Baldwin Park) under CEQA to determine the procedures/methodology to be used in environmental studies. While Caltrans may request a Lead Agency use Caltrans guidelines or recommended methodologies, it is the Lead Agency's responsibility to determine appropriate methodologies to be used in the EIR.
- Caltrans 2-6** See Responses Caltrans 1-2, Caltrans 1-3, and Caltrans 1-3.
- Caltrans 2-7** Comment Caltrans 2-7 refers to a legal challenge to an environmental impact report prepared for an unrelated project by another lead agency, the City of Los Angeles. See Responses Caltrans 1-1 through Caltrans 1-5 for discussion regarding the adequacy of the traffic analysis set forth in the Draft EIR. Pursuant to the provisions of CEQA, it is the responsibility of the Lead Agency, in this case the City of Baldwin Park, to ensure the adequacy of the EIR under the law.

Caltrans 2-8 The “case studies” provided by Caltrans in a July 23 meeting with the City of Baldwin Park represented examples of General Plan policies to which the three agencies cited in Comment 2-8 agreed to pursue.

See Response Caltrans 1-5 for discussion of the General Plan policies recommended by Caltrans.

In its July 23 meeting with Caltrans staff, the City expressed its willingness to pursue funding programs for State facilities similar to that being requested by Caltrans in its comment letters. The City noted that the most appropriate forum for adoption of such a funding program would be through the San Gabriel Valley Council of Governments (SGVCOG), which is a joint powers authority made up of representatives from 31 cities (including Baldwin Park), three Los Angeles County Supervisorial Districts, and the three Municipal Water Districts serving the San Gabriel Valley.

The SGVCOG would be the appropriate forum for such a funding program because (1) a substantial portion of the need for improvements along the I-10 freeway is attributable to existing conditions and not future development projects, (2) no one development project or combination of development projects in any single municipality along the I-10 freeway would result in great enough impacts or require sufficient mitigation to provide funding of any meaningful physical improvements along the I-10 freeway, and (3) as discussed in Responses Caltrans 1-1 through Caltrans 1-5, the proposed Specific Plan project would not result in significant impacts on State facilities requiring mitigation.

Caltrans 2-9 See Response Caltrans 2-8.

Caltrans 2-10 Comment Caltrans 2-10 does not raise any significant environmental issues regarding the Draft EIR or its analyses and conclusions. The City of Baldwin Park has expressed its willingness to work with Caltrans and establish needed funding mechanisms through appropriate means. See also Response Caltrans 2-8.



Southern California Regional Rail Authority

June 22, 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 - DEIR

Dear Ms. Harbin:

The Southern California Regional Rail Authority (SCRRA) has received the DEIR for the City of Baldwin Park Downtown TOD Specific Plan as a follow-up to the NOP for the DEIR back in January of this year. 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 TOD Specific Plan boundaries also incorporate the at-grade railroad crossings of Ramona Boulevard and Pacific Avenues.

Our previous comments on the topics raised in the NOP noted in our letter of February 3, 2015 and also shown again in Table 1.1 and Appendix A of this DEIR still stand. Please note that these were 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.

1



Ms. Amy L. Harbin
Page 2
June 22, 2015

Additional comments on the TOD Specific Plan are as follows:

1. The Southern California Regional Rail Authority (SCRRA) is the Joint Powers Authority (JPA) that operates and maintains the commuter rail service known as Metrolink. SCRRA should be included on the Acronym page of the document. 2
2. For future mailings on NOP's and DEIR's please mail to Metrolink Planning Department, P.O. Box 531776, Los Angeles, CA 90053-1776.
3. We are encouraged to see that the Specific Plan would generate a walkable TOD with safe and improved pedestrian access to the existing Metrolink Station. SCRRA Engineering staff will work closely with city staff to ensure that the at-grade vehicular or pedestrian crossings of the railroad at Ramona Blvd. and Pacific Avenue are designed and built to our new standards to improve safety for all involved. As noted in Chapter 2 on page 2-17 these improvements could include four quadrant gates and pedestrian gates along with channelization/fencing. A reminder that these safety enhancements and standards can be found in a document entitled **SCRRA Rail Highway Grade Crossing Recommended Design Practices and Guidelines** on our website at www.metrolinktrains.com. 3
4. In Chapter 3, Section 3.1 Aesthetics, please note that large trees and vegetation should be discouraged in the sidewalk or raised median islands areas within close proximity of the rail lines so as not to obstruct the sight visibility to the railroad signals and gates. Low vegetation would be preferred in these areas near the railroad. 4
5. The at-grade railroad crossing of Ramona Blvd. is very complex with multiple roadways intersecting with the rail line. As this street is a major arterial for the city we would like to note that this could be a candidate for a future grade separated crossing. In the interim, major safety enhancements as previously noted (four quadrant and pedestrian gates) should be include in the planning of this Downtown TOD Specific Plan. Traffic signal modifications, such as improved advanced preemption and timing improvements should be looked at as well. 5

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. 6

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@screra.net.

Sincerely,



Ron Mathieu
Sr. Public Project Specialist

Cc: Roderick Diaz, SCRRA
Patricia Watkins, SCRRA
Scott Johnson, SCRRA
Don Sepulveda, Metro
Xin Tong, Metro

Metrolink

Metrolink-1 The comment states that the Specific Plan area includes railroad right of way and at-grade crossings that are maintained by the Southern California Regional Rail Authority (SCRRA) and owned by Metro. The comment also states that comments to the Notice of Preparation (NOP) related to visual, noise, and pedestrian safety rail were provided.

The City recognizes SCRRA and Metro's authority in relation to rail easements and crossings, and will ensure that SCRRA and Metro's requirements are included as part of future development projects near rail rights-of-way. In consideration of the SCRAA NOP comment letter, impacts related to the existing rail facilities and services were included in the EIR.

Metro's comment was as follows, "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. 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 Boulevard. Considerations should be made to include additional safety enhancements such as pedestrian channelization and gates at the existing railroad crossing as needed".

Noise impacts from the project are addressed 3.8 *Noise*, Section 3.8.5 *Noise Impact Analyses*, Impact 3.8-1, beginning on page 3.8-23. 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. 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.

Visual impacts from the project are addressed 3.1 *Aesthetics*, Section 3.1.5 *Aesthetics Impact Analyses*, Impact 3.1-2, beginning on page 3.1-17. 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 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.

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.

Metrolink-2 The comment states that the SCRRA is the Joint Powers Authority that operates and maintains the Metrolink rail service and that SCRAA should be added to the Acronym page of the document and that the Metrolink Planning address should be updated.

Pursuant to this comment, the Acronym page of the EIR has been updated as shown in Chapter 3, *Revisions to the Draft EIR* and the Final EIR will be mailed to the address provided.

Metrolink-3 The comment states that SCRRA Engineering staff will work with the City to ensure that at grade vehicular crossings of the rail line at Ramona Boulevard and Pacific Avenue are designed pursuant to current standards, which can be found on the Metrolink website.

The City agrees that any vehicular crossings of rail lines would be developed by coordinating with SCRRA Engineering staff and pursuant to the most up-to-date safety standards.

Metrolink-4 The comment states that large trees are discouraged in sidewalks or raised median areas that are in close proximity to rail lines, to ensure that vegetation does not obstruct visibility of railroad signs and gates.

The proposed Specific Plan does not include detailed landscaping design plans for areas near rail facilities but does identify tree types for each street. Any improvements to rail crossings, sidewalks, and raised medians would be designed to provide vehicular and pedestrian safety in compliance with the SCRRA's safety standards, which include appropriate line of sight standards related to safety. The City recognizes that SCRRA and Metrolink operating practices are regulated by the PUC and requires SCRRA, Metrolink and PUC's approval

authority in relation to rail crossing improvements. The City will ensure that the appropriate approvals are requested through coordination with SCRRA, Metrolink and PUC staff as part of future development projects that involve rail crossings.

Metrolink-5 The comment states that the at-grade rail crossing of Ramona Boulevard is complex and could be a future candidate for a grade separated crossing. The comment further states that the four quadrant and pedestrian gate safety enhancements should be included in the Specific Plan, and that traffic signal modifications should be reviewed.

A grade separated crossing has not been planned at Ramona Boulevard. As described on page 2-17 of the Draft EIR, the proposed 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. Reviews of traffic signal functioning and the need for new traffic signals is an ongoing function of the City of Baldwin Park Street Design and Engineering Department. Should changes to signal timing or other signal modifications be necessary, it would be implemented along with the quad-gate crossing improvements. In addition, the City will coordinate with Metrolink, should Metrolink consider a grade separated crossing in the future.

Metrolink-6 The comment states that the City shall provide timely notice of responses to these comments and the time and place of any scheduled public meetings or hearings at least 10 days prior to meeting pursuant to the Public Resources Code and State *CEQA Guidelines*.

The City is providing responses to all of the written comments received to the Draft EIR as part of this Final EIR. These responses will be sent to each public agency commenter at least 10 days prior to the City's Planning Commission meeting that considers adoption of the proposed Specific Plan and EIR. This EIR has been prepared and shall be distributed pursuant to the applicable state laws and guidelines, including CEQA and the Public Resources Code Section 21092.5.

PUBLIC UTILITIES COMMISSION

320 WEST 4TH STREET, SUITE 500
LOS ANGELES, CA 90013



June 25, 2015

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

SCH 2014121098 – Downtown Transit Oriented Development (TOD) Specific Plan – City of Baldwin Park, County of Los Angeles

Dear Ms. Harbin:

The California Public Utilities Commission (Commission) has jurisdiction over the safety of highway-rail crossings (crossings) in California. The California Public Utilities Code requires Commission approval for the construction or alteration of crossings and grants the Commission exclusive power on the design, alteration and closure of crossings. The Commission's Rail Crossings and Engineering Branch (RCEB) is in receipt of the *Draft Environmental Impact Report (DEIR)* for the proposed Downtown TOD Specific Plan in the City of Baldwin Park (City).

According to the DEIR, the City's proposed Downtown TOD Specific Plan would guide future TOD in the specific plan area, provide for a mix of residential, employment, retail and public uses in the downtown area and improve access to various modes of transportation, including transit, walking and bicycling. The Pacific Avenue and Ramona Boulevard at-grade crossings (CPUC No. 101SG-18.71 & DOT No. 747281C and CPUC No. 101SG-18.98 & DOT No. 747282J respectively) are within the proposed project area. Currently, there are approximately 40 train movements per day, at a maximum speed of 70 miles per hour.

Any roadway modification adjacent to or near the railroad right-of-way (ROW) should be planned with the safety of the rail corridor in mind. The increase traffic volumes would not only be on streets and at intersections, but also at any adjacent at-grade rail crossing. Language should be in place so that any traffic impact studies undertaken should also address rail crossing safety analysis and associated proposed mitigation measures. Safety analysis should include queuing on tracks, pedestrian movements, turning movements and sightlines. Additional safety improvement measures may include the planning for grade separations for major thoroughfares, improvements to existing at-grade highway-rail crossings due to increase in traffic volumes (e.g., addition or upgrade of crossing warning devices, active and passive signs, and channelization fencing).

In addition, any modification to an existing public rail crossing requires authorization from the Commission. RCEB representatives are available for consultation on any potential safety impacts or concerns at crossings. Please continue to keep RCEB informed of the project's development. More information can be found at: <http://www.cpuc.ca.gov/PUC/safety/Rail/Crossings/index.htm>. If you have any questions, please contact [Chi Cheung To](#) at (213) 576-5766.

Sincerely,

Chi Cheung To, P.E.
Utilities Engineer
Rail Crossings and Engineering Branch
Safety and Enforcement Division

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State of California Public Utilities Commission

PUC-1 The comment states that the Pacific Avenue and Ramona Boulevard at-grade crossings (CPUC No. 101SG-18.71 & DOT No. 747281C and CPUC No. 101SG-18.98 & DOT No. 747282J respectively) are within the Specific Plan area and are utilized by approximately 40 train movements per day, at a maximum speed of 70 miles per hour. Any roadway modification adjacent to or near the railroad right-of-way should be planned with the safety of the rail corridor in mind, including queuing on tracks, pedestrian movements, turning movements and sightlines; and that safety improvement measures may include a variety of measures.

Approval of the proposed Baldwin Park Downtown TOD Specific Plan represents a significant reduction in the amount of development (and resulting traffic) that would be permitted within the Specific Plan area, compared to the City's existing General Plan and zoning. Thus, the traffic-related impacts of the proposed Specific Plan would be substantially less than those analyzed in the City's certified General Plan EIR. In addition, the proposed project is specifically designed to reduce reliance on automobile travel by improving connectivity of the Downtown area to transit and by providing a mix of uses that would encourage walking and bicycle travel within the Downtown area. Thus, the overall effect of the proposed Specific Plan is to reduce reliance on automobile travel and reduce vehicle miles travelled.

The proposed roadway and pedestrian modifications included in the proposed Specific Plan that are near the existing rail facilities have been designed to enhance safety, including queuing on tracks, pedestrian movements, turning movements and sightlines. For example the Specific Plan includes clearly defined pedestrian paths to provide safe pedestrian passage, better fencing of the tracks, and working with SCRRA, Metrolink and the PUC to implement state of the art pedestrian safety features such as improved pedestrian control gates. It is anticipated that full quad-gate crossings on Pacific Avenue west of the Metrolink Station, and on Downing Avenue east of the Metrolink Station would be provided by Metrolink. These quad gates improve traffic safety as they prevent any traffic from crossing the tracks while the gates are down (whereas the half gates allow the possibility of traffic driving around the gates). The sidewalks and track surface would also be improved in those crossing areas to enhance pedestrian crossings and connections, including highly visible zebra crosswalk striping and/or paving, pedestrian signals, and curb extensions. Thus, proposed Specific Plan facilitates implementation of additional safety improvements that are consistent in nature to those described in the comment.

PUC-2 The comment states that modification to an existing rail crossing requires authorization from the PUC, that consultation related to rail safety is available, and that rail safety information can be found on the agency's website.

The City recognizes that Metrolink operating practices are regulated by the PUC and requires SCRRA, Metrolink and PUC's approval authority in relation to rail crossing improvements. The City will ensure that the appropriate approvals are requested through coordination with SCRRA, Metrolink and PUC staff as part of future development projects that involve rail crossings.



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

June 22, 2015

Ref File No.: 3305800



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

Dear Ms. Harbin:

Downtown Transit Oriented Design Specific Plan

The County Sanitation Districts of Los Angeles County (Districts) received a Draft Environmental Impact Report for the subject project on May 4, 2015. The proposed development is located within the jurisdictional boundaries of District No. 15. We offer the following comments and updates:

1. **WASTEWATER INFRASTRUCTURE**, page 3.12-17, paragraph 1 – The paragraph states the “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”. The expected average wastewater flow from the proposed 833 dwelling units and 289,138 square feet of non-residential development, is 310,549 gallons per day. For a copy of the Districts’ average wastewater generation factors, 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.

The Districts should review individual developments within the City in order to determine whether or not sufficient trunk sewer capacity exists to serve each project and if Districts’ facilities will be affected by the project.

2. **TABLE 3.12.8, ESTIMATED INCREASE IN WASTEWATER GENERATION**, page 3.12-17 – The Total Increase provided in Table 3.12.8 is presented to be 216,634.7 gallons per day (gpd). Please revise this data based on the expected average wastewater flow of 310,549 gallons per day presented in item no. 1.
3. **WASTEWATER INFRASTRUCTURE**, page 3.12-17, paragraph 2 – The San Jose Creek Water Reclamation Plant (WRP) currently processes an average flow of 71.3 million gallons per day (mgd). Please adjust the remaining calculations accordingly.
4. **WASTEWATER INFRASTRUCTURE**, page 3.12-20, paragraph 1 – Refer to item nos. 1 and 2 in order to adjust figures accurately.

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Ms. Amy L. Harbin

-2-

June 22, 2015

5. **WASTEWATER**, page 3.12-23, paragraph 1 – As indicated in item no. 1, the expected average wastewater flow from the proposed project is 310,549 gallons per day.
6. All other information concerning Districts' facilities and sewerage service contained in the document is current.

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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

County Sanitation Districts of Los Angeles County

San Districts-1 The comment provides wastewater flow estimates that are less than those identified in the Draft EIR. The comment states that the Draft EIR estimated that 370,623 gallons per day of wastewater would be generated at build out of the Specific Plan; however, the Sanitation Districts estimate that approximately 310,549 gallons per day of wastewater would be generated. Build out of the proposed Specific Plan would result in wastewater generation of approximately 310,549 gallons per day, which is an increase of 170,678 gallons per day over existing conditions. Thus, the wastewater generated at build out of the proposed Specific Plan would be less than what was identified in the Draft EIR.

Pursuant to these comments the appropriate text related to wastewater within Section 3.12 of the Draft EIR has been updated as shown in Chapter 3, *Revisions to the Draft EIR*, on page 3-2 of this Final EIR. Because the amount of wastewater generated at build out of the proposed Specific Plan would be less than what was identified in the Draft EIR, 170,678 gallons per day rather than 216,634 gallons per day, impacts related to wastewater would continue to be less than significant.



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

Edmund G. Brown Jr.
Governor

Ken Alex
Director

June 16, 2015

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

Subject: Downtown Transit Oriented Development (TOD) Specific Plan
SCH#: 2014121098

Dear Amy Harbin:

The State Clearinghouse submitted the above named Draft EIR to selected state agencies for review. On the enclosed Document Details Report please note that the Clearinghouse has listed the state agencies that reviewed your document. The review period closed on June 15, 2015, and the comments from the responding agency (ies) is (are) enclosed. If this comment package is not in order, please notify the State Clearinghouse immediately. Please refer to the project's ten-digit State Clearinghouse number in future correspondence so that we may respond promptly.

Please note that Section 21104(c) of the California Public Resources Code states that:

"A responsible or other public agency shall only make substantive comments regarding those activities involved in a project which are within an area of expertise of the agency or which are required to be carried out or approved by the agency. Those comments shall be supported by specific documentation."

These comments are forwarded for use in preparing your final environmental document. Should you need more information or clarification of the enclosed comments, we recommend that you contact the commenting agency directly.

This letter acknowledges that you have complied with the State Clearinghouse review requirements for draft environmental documents, pursuant to the California Environmental Quality Act. Please contact the State Clearinghouse at (916) 445-0613 if you have any questions regarding the environmental review process.

Sincerely,

Scott Morgan
Director, State Clearinghouse

Enclosures
cc: Resources Agency

RECEIVED

JUN 22 2015

CITY OF BALDWIN PARK
PLANNING DIVISION

**Document Details Report
State Clearinghouse Data Base**

Comment Letter: SCH

SCH# 2014121098
Project Title Downtown Transit Oriented Development (TOD) Specific Plan
Lead Agency Baldwin Park, City of

Type EIR Draft EIR

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.

Lead Agency Contact

Name Amy Harbin
Agency City of Baldwin Park
Phone 626 813 5261 **Fax**
email
Address 14403 E. Pacific Avenue
City Baldwin Park **State** CA **Zip** 91706

Project Location

County Los Angeles
City Baldwin Park
Region
Lat / Long 34° 5' 11.77" N / 117° 57' 37.31" W
Cross Streets Ramona Boulevard and Maine Avenue
Parcel No. Various

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

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

Project Issues 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 Resources Agency; Department of Fish and Wildlife, Region 5; Office of Historic Preservation; Department of Parks and Recreation; Department of Water Resources; California Highway Patrol; Caltrans, District 7; Air Resources Board, Transportation Projects; Regional Water Quality Control Board, Region 4; Department of Toxic Substances Control; Native American Heritage Commission; Public Utilities Commission; San Gabriel & Lower Los Angeles Rivers & Mountains Conservancy

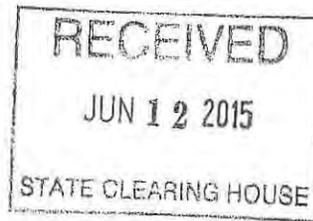
Date Received 05/01/2015 **Start of Review** 05/01/2015 **End of Review** 06/15/2015

CLEAR

6-15-15
E



*Flex your power!
Be energy efficient!*



DEPARTMENT OF TRANSPORTATION
DISTRICT 7, TRANSPORTATION PLANNING
IGR/CEQA BRANCH
100 MAIN STREET, MS # 16
LOS ANGELES, CA 90012-3606
PHONE: (213) 897-9140
FAX: (213) 897-1337

June 12, 2015

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

RE: City of Baldwin Park Downtown Transit Oriented
Development (TOD) Specific Plan
SCH # 2014121098
Vic. LA-605, 10
IGR/CEQA No. 150513AL-DEIR

Dear Ms. Harbin:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the above referenced project. The proposed downtown Transit Oriented Development (TOD) 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.

From Table 4.1, Baldwin Park Downtown Specific Plan-Land Use Summary from page 33 of Traffic Study (TS), prepared on February 20, 2015, the proposed Specific Plan is forecast to build additional 831 additional residential units and additional 289,138 square feet non-residential development. On page 36, Table 4.2 Trip Generation by Land Use, the Specific Plan will generate additional 332/1,084 AM/PM peak hour trips and 9,651 average daily trips. There are a total of 18 projects in the Specific Plan vicinity which would generate a total of 2,670/5,542 AM/PM peak hour trips. Many of the trips will utilize the State facilities. Potential cumulative traffic impact may occur on the State facilities if no mitigation is proposed.

On page 46 of the TS, "The maximum number for 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." The assignment of trips to the freeway need to be justified by validated source. The assignment of trips to on/off ramps needs to be disclosed.

Caltrans would like to quantify the development's impact of state facilities, specifically the on/Off-ramps between Pacific Avenue and Baldwin Park Boulevard (inclusive) in terms of trip generation and queuing since those ramps are of close proximity to the proposed development.

Ms. Amy Harbin
June 12, 2015
Page 2 of 3

Caltrans is concerned that the freeway ramps will back up, creating a potentially unsafe condition. To ensure the ramps do not back up, which would potentially create a safety issue, the intersections adjacent to the ramps must be able to absorb the off-ramp volumes at the same time as they serve local circulation and land uses.

Queuing analysis capacity of the off-ramp should be calculated by the actual length of the off-ramp between the terminuses to the gore point with 30 feet per car. The queue length should be calculated from the traffic counts, actual signal timing and the percent of truck assignments to the ramp with a passenger car equivalent factor of 3.0 (worst case scenario). The analyzed result may need to be calibrated with actual signal timing when necessary. Please include mitigation measures if forecasted vehicle queues are expected to exceed 85% of the total available storage capacity such that the storage will allow a 15% safety factor. It is also recommended that the City determine whether project-related plus cumulative traffic is expected to cause long queues on the on and off-ramps.

Caltrans is concerned that the project impacts may result in unsafe conditions due to additional traffic congestion, unsafe queuing, and difficult maneuvering. These concerns need to be adequately addressed in the EIR. In summary, without the necessary traffic analysis, Caltrans cannot recognize the TS and DEIR as adequately identifying and mitigating the project's impacts to the State highway facilities.

As a reminder, Caltrans encourages the City to work with neighboring developing cities such as City of Whittier to resolve any cumulative significant traffic impacts on the State facilities. The plan to work with the neighboring cities should be discussed in the Circulation Element of the General Plan or a new Resolution/Policy should be passed such as follows:

- The City will work with neighboring cities to address cumulative significant traffic impact on freeway I-10, I-210, and I-605, and on/off ramps as a result of build out of the General Plan and Specific Plan.
- The City will work with Caltrans to identify potential cumulative traffic impact and mitigation measures.
- The City will form a fair share fee program working with neighboring cities to improve the State facilities.
- The City traffic impact fees will include any State facility improvement as part of the cumulative traffic impact. Procuring funds toward freeway segments, freeway interchanges, freeway on/off-ramps, as well as for bus and rail transit facilities will be in the goals of the City.

Project coordinator, Mr. Alan Lin, left you 3 voice messages between 6/8/15 and 6/12/15, we would like to formally invite the lead agency, City of Baldwin Park to discuss traffic impacts, and traffic mitigation alternatives which may include fair share contributions towards planned or future freeway improvements within the City. Please contact this office at your earliest convenience to schedule a meeting in the near future.

Ms. Amy Harbin
June 12, 2015
Page 3 of 3

If you have any questions, please feel free to contact Alan Lin the project coordinator at (213) 897-8391 and refer to IGR/CEQA No. 150513AL.

Sincerely,

A handwritten signature in cursive script, appearing to read "Dianna Watson".

DIANNA WATSON
IGR/CEQA Branch Chief

cc: Scott Morgan, State Clearinghouse

State Clearinghouse and Planning Unit

SCH-1 The comment states that the Draft EIR was submitted to a list of state agencies, including the California Department of Transportation, whose comment letter is attached. The California Department of Transportation comment letter has been responded to in Letter Caltrans, above.

The comment does not address raise any concerns significant environmental issues about the adequacy of the Draft EIR, but does state that the letter acknowledges that the City has complied with the State Clearinghouse review requirements for draft environmental documents.

ARROYO RESOURCES

Preservation Planning and Historic Resource Consulting

June 22, 2015

Ms. Amy L. Harbin
City Planner, City of Baldwin Park
14403 East Pacific Avenue
Baldwin Park, California 91706

Dear Ms. Harbin

I would like to submit this letter as part of the 45-day, Draft EIR review period for the Baldwin Park Downtown Transit Oriented Development (TOD) Specific Plan Project. The following comments pertain to the Cultural Resources chapter of the EIR, specifically the sections on Historic Resources.

- 1) I do not believe that the Baldwin Park City Hall is on the California Register of Historical Resources. I don't think that there are any properties in Baldwin Park that are currently on any formal register program at the National, State, or Local levels. I do not believe that that City has undertaken any type of historic resource survey for parts of the City. It is not clear in the EIR, the source for this information. It is not clear if a property listing from the State was pulled showing previously surveyed or considered properties in the City, particularly Section 106 reviews.
- 2) The EIR seems to imply that some of the City's most noteworthy historic properties are not eligible as historic resources or listing on any register program. The EIR provides no technical appendix or historic resource assessment to back up those claims. I believe that the Pacific Electric Station, the National Bank, Knoll's Pharmacy, and the Chamber of Commerce building are some Downtown properties that are potentially eligible for listing on a local, State, or National register, pending completion of a historic context statement to evaluate significance and eligibility.

Because the Specific Plan is intended to provide for intensified development and because Downtown Baldwin Park has a history that goes back over 100 years and includes the original townsite, the concern is the threat to historic resources, particularly those properties that have yet to be identified. A survey program will help to identify which properties in the City have significance. Surveys can begin with little effort and build over time. A historic context statement for the City can also be brief at first, but expand over time. The City has a local historic register program, but no initiative has been taken to identify and/or list properties formally or informally. If you need further clarification regarding these comments, feel free to call or email me. Thanks for the opportunity to comment on the Draft EIR.

Sincerely,

Juliet M. Arroyo

Juliet M. Arroyo
amjuliet@gmail.com

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Juliet M. Arroyo

JMA-1 The comment states they do not believe that the Baldwin Park City Hall is on the California Register of Historical Resources nor any properties in Baldwin Park that are currently on any formal register program at the national, state, or local levels. The commenter further states it is not clear in the Draft EIR, the source for this information. It is not clear if a property listing from the state was pulled showing previously surveyed or considered properties in the City, particularly Section 106 reviews.

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 (SCCIC) 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.

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 has been substantially altered but is on the California Register of Historic Resources and is determined eligible for listing on the National Register; and the Central School Auditorium, which was determined to be eligible for listing on the National Register of Historic Places. The records search conducted by the SCCIC identified no archaeological sites within the project site or within a 0.5-mile radius of the project site (SCCIC, 20014). Additional sources for the historic information described in the Draft EIR is provided within or after Section 3.3, *Cultural Resources*.

JMA-2 The comment states that the EIR asserts that some of the City's most noteworthy properties are not eligible as historic resources or listing on any register program. The commenter further states EIR provides no technical appendix or historic resource assessment to back up those claims, and that they believe the Pacific Electric Station, the National Bank, Knoll's Pharmacy, and the Chamber of

Commerce building are some Downtown properties that are potentially eligible for listing on a local, state, or national register, but provides no factual information to substantiate this assertion.

As described in Section 3.3, *Cultural Resources of the Draft EIR*, there are properties located within the Specific Plan area that are of historic-age. Record searches and evaluation of properties within the Specific Plan area have been completed as described in Response JMA-1 to identify existing historic resources within the Specific Plan area. The Pacific Electric Station is described as the former Red Car Charging Station on page 3.3-8 of the Draft EIR. As described, this structure is ineligible for listing on federal, state, or local registers, primarily due to its impaired physical integrity. All of the former rails and maintenance facilities are gone. In addition, although some electrical hardware remains in the building, the building is in poor condition – with missing mortar, deteriorated brick and missing windows and doors. Because of its highly altered setting, and the building’s condition, it is not eligible to list as a historic resource at the federal or state level. In addition, the building has not been designated as a local resource under the City's ordinance.

The National Bank is described on page 3.3-7 as not meeting the federal or state qualifications for listing as a historic resource based on association, or exceptional architectural uniqueness. 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. In addition, the building has not been designated as a local resource under the City's ordinance.

Knoll’s Pharmacy is described on page 3.3-5, and 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 is not eligible for state or federal listing; in addition, the building has not been designated as a local resource under the City's ordinance.

The Chamber of Commerce building is described on 3.3-8 as being renovated since the original construction and not architecturally significant. The building is not associated with significant historic events or persons, and it does not appear eligible for the National Register or state register. In addition, the building has not been designated as a local resource under the City's ordinance.

JMA-3

The comment expresses a concern related to historic resources, particularly those properties that have yet to be identified. The commenter further states a survey program will help to identify which properties in the City have significance. The

commenter further states the City has a local historic register program, but no initiative has been taken to identify and/or list properties formally or informally.

The Draft EIR acknowledges (page 3.3-4) that there are numerous residential and commercial buildings within the Specific Plan area that are older than 50 years, or would become older than 50 years during the 20-year implementation of the Specific Plan. To avoid potential impacts, the proposed Specific Plan includes a policy to avoid impacts to historic buildings, which states that demolition of 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. As such, resources would be evaluated for historical significance as individual projects are brought forth during the 20 year project build out. 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*.

CHAPTER 3

Revisions to the Draft EIR

This section contains revisions to the Draft EIR based upon: (1) clarifications required to prepare a response to a specific comment; and/or (2) typographical errors. The provision of these additional mitigation measures does not alter any impact significance conclusions as disclosed in the Draft EIR. Changes made to the Draft EIR are identified here in ~~strikeout text~~ to indicate deletions and in underlined text to signify additions.

3.1 Draft Revisions in Response to Written Comments

The following text has been revised in response to comments received on the Draft EIR.

Page viii of the Draft EIR, Acronyms, is hereby modified as follows:

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
<u>SCRRA</u>	<u>Southern California Regional Rail Authority</u>
SCS	sustainable communities strategies

Page 3.12-8 (first Wastewater Treatment paragraph), Section 3.2, *Utilities and Service Systems*, is hereby modified as follows:

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 treatment¹ and has current flow of 71.3 ~~73.4~~ million gallons per day (mgd) and a design capacity of 100 mgd, serving a population of over one million people (LACSD, 2015).

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.

Page 3.12-17 of the Draft EIR, Section 3.12, *Utilities and Service Systems*, is hereby modified as follows:

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 310,549 ~~370,623~~ gallons per day, which is an increase of 170,678 ~~216,634~~ gallons per day over existing conditions.

**TABLE 3.12-8
ESTIMATED INCREASE IN WASTEWATER GENERATION**

Land Use	Units		Net Increase	Wastewater Use Factor ²	Estimated Wastewater Generation (gpd)	
	Existing ¹	Proposed			Existing	Proposed
Residential	101 DUs	934 DUs	833 DUs	156 –260 ³ Average: 208	<u>15,756</u> 21,008	<u>145,704</u> 194,272
Non-Residential	886,538 sf	1,175,676 sf	289,138 sf	<u>0.14</u> 0.10–0.20 Average: 0.15	<u>124,115</u> 132,980.7	<u>164,845</u> 176,351.4
Total:					<u>139,871</u> 153,988.7	<u>310,549</u> 370,623.4
Total Increase:					<u>170,678</u>	
(Proposed – Existing)					<u>216,634.7</u>	

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 SJCRWP has a current inflow of 71.3 ~~73.1~~ million gallons per day, with a design capacity of 100 million gallons per day (LACSD, 2015a). Therefore, SJCRWP has an excess treatment capacity of approximately 28.7 ~~29.6~~ million gallons per day and would have sufficient capacity to process the additional average wastewater flow of 170,678 ~~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 SJCRWP.

Page 3.12-23 (Wastewater) of the Draft EIR, Section 3.12, *Utilities and Service Systems*, is hereby modified as follows:

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 28.7 ~~29.6~~ million gallons per day, and would have sufficient capacity to process the additional average wastewater flow of 170,678 ~~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.

CHAPTER 4

Mitigation Monitoring and Reporting Program

Pursuant to Section 21081.6 of the Public Resources Code and the *CEQA Guidelines* Section 15097, a lead agency is required to adopt a monitoring and reporting program for assessing and ensuring compliance with the required mitigation measures applied to a proposed project for which an EIR has been prepared. As stated in the Public Resources Code (Section 21081.6(a)):

“...the public agency shall adopt a reporting or monitoring program for the changes made to the project or conditions of project approval, adopted in order to mitigate or avoid significant effects on the environment.”

Section 21081.6 provides general guidelines for implementing mitigation monitoring programs and indicates that specific reporting and/or monitoring requirements, to be enforced during project implementation, shall be defined prior to final certification of the EIR. The lead agency may delegate reporting or monitoring responsibilities to another public agency or a private entity, which accept such delegation. The lead agency, however, remains responsible for ensuring that implementation of the mitigation measures occur in accordance with the program.

The mitigation monitoring and reporting program table below lists the mitigation measures that are required to reduce the significant effects of the proposed project. To ensure that the mitigation measures are properly implemented, the mitigation monitoring and reporting program provides the following information:

- **Mitigation Measure(s):** The action(s) that will be taken to reduce the severity of the impact.
- **Implementation, Monitoring, and Reporting Action:** The appropriate steps that will be taken to implement and document compliance with the mitigation measures.
- **Responsibility:** The agency or private entity responsible for ensuring implementation of the mitigation measure. Regardless of the entity identified as having responsibility for implementing a mitigation measure, until the mitigation measures are completed, the City of Baldwin Park, as the CEQA Lead Agency, remains responsible for ensuring that implementation of the mitigation measures occur in accordance with the mitigation monitoring and reporting program (*CEQA Guidelines*, Section 15097(a)).
- **Timing:** The general schedule or point at which the measure must be conducted for each monitoring task.

**MITIGATION MONITORING AND REPORTING PROGRAM
BALDWIN PARK DOWNTOWN TOD SPECIFIC PLAN EIR**

Mitigation Measures	Implementation, Monitoring, and Reporting Action	Responsibility	Timing
Aesthetics			
None Required.			
Air Quality			
<p>Mitigation Measure 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.</p>	<ul style="list-style-type: none"> • Include mitigation measure in conditions of approval for development projects. • Include the provisions of this measure to be included in construction contracts, and for the City to review those contracts to ensure compliance. • Provide documentation that on-site vehicles and equipment meet USEPA Tier IV interim engine certification requirements. Maintain these records of specifications in the project file. 	City Community Development and Building Divisions	Prior to approval of projects within the Specific Plan area.
<p>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. 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</p>	<ul style="list-style-type: none"> • Include mitigation measure in conditions of approval for development projects. • Include the provisions of this measure to be included in construction contracts, and for the City to review those contracts to ensure compliance mitigation measure in construction contractor specifications. • Maintain a log of the daily watering activities. Maintain these records in the project file. 	City Community Development and Building Divisions	Prior to approval of projects within the Specific Plan area.
<p>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 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.</p>	<ul style="list-style-type: none"> • Include mitigation measure in conditions of approval for development projects. • Conduct a Health Risk Assessment. • Include the provisions of this measure to be included in construction contracts, and for the City to review those contracts to ensure compliance 	City Community Development and Building Divisions	Prior to approval of projects within the Specific Plan area.
<p>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</p>	<ul style="list-style-type: none"> • Include mitigation measure in conditions of approval for development projects. • Include the provisions of this measure to be included in construction contracts, and for the City to review those contracts to ensure 	City Community Development and Building Divisions	Prior to approval of projects within the Specific Plan area.

**MITIGATION MONITORING AND REPORTING PROGRAM
BALDWIN PARK DOWNTOWN TOD SPECIFIC PLAN EIR**

Mitigation Measures	Implementation, Monitoring, and Reporting Action	Responsibility	Timing
<p>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 from Metrolink trains, and the potential increased cancer and non-cancer risks associated with the development location.</p>	<p>compliance</p> <ul style="list-style-type: none"> • Maintain records of the ventilation system specifications meeting minimum efficiency reporting value in project file. 		
Cultural Resources			
<p>Mitigation Measure 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.</p>	<ul style="list-style-type: none"> • Include mitigation measure in conditions of approval for development projects. • Include the provisions of this measure to be included in construction contracts, and for the City to review those contracts to ensure compliance. 	<p>City Community Development and Building Divisions</p>	<p>Prior to approval of projects within the Specific Plan area.</p>

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Mitigation Measures	Implementation, Monitoring, and Reporting Action	Responsibility	Timing
<p>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.</p>	<ul style="list-style-type: none"> • Include mitigation measure in conditions of approval for development projects. • Include the provisions of this measure to be included in construction contracts, and for the City to review those contracts to ensure compliance. 	<p>City Community Development and Building Divisions</p>	<p>Prior to approval of projects within the Specific Plan area.</p>
Greenhouse Gases			
None Required.			
Hazards and Hazardous Materials			
None Required.			
Hydrology and Water Quality			
None Required.			
Land Use			
None Required.			
Noise			
<p>Mitigation Measure 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.</p>	<ul style="list-style-type: none"> • Include mitigation measure in conditions of approval for development projects. • Include project features to reduce noise levels in construction contractor specifications. 	<p>City Community Development and Building Divisions</p>	<p>Prior to approval of projects within the Specific Plan area.</p>
<p>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.</p>	<ul style="list-style-type: none"> • Include mitigation measure in conditions of approval for development projects. • Include the provisions of this measure to be included in construction contracts, and for the City to review those contracts to ensure compliance. 	<p>City Community Development and Building Divisions</p>	<p>Prior to approval of development permits for projects within the Specific Plan area.</p>

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Mitigation Measures	Implementation, Monitoring, and Reporting Action	Responsibility	Timing
<p>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.</p>	<ul style="list-style-type: none"> • Include mitigation measure in conditions of approval for development projects. • Include the provisions of this measure to be included in construction contracts, and for the City to review those contracts to ensure compliance. 	City Community Development and Building Divisions	Prior to approval of projects within the Specific Plan area.
<p>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.</p>	<ul style="list-style-type: none"> • Include mitigation measure in conditions of approval for development projects. • Include mitigation measure in construction contractor specifications that a certified structural engineer be retained. 	City Planning and Building Divisions	Prior to approval of a construction permit for projects within the Specific Plan area.
<p>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.</p>	<ul style="list-style-type: none"> • Include mitigation measure in conditions of approval for development projects. • Include the provisions of this measure to be included in construction contracts, and for the City to review those contracts to ensure compliance. 	City Community Development and Building Divisions	Prior to approval of projects within the Specific Plan area.
<p>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.</p>	<ul style="list-style-type: none"> • Include mitigation measure in conditions of approval for development projects. • Include the provisions of this measure to be included in construction contracts, and for the City to review those contracts to ensure compliance. • Maintain records of specifications in project file. 	City Community Development and Building Divisions	Prior to approval of projects within the Specific Plan area.
<p>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,</p>	<ul style="list-style-type: none"> • Include mitigation measure in conditions of approval for development projects. 	City Community Development and Building Divisions	Prior to approval of projects within the

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Mitigation Measures	Implementation, Monitoring, and Reporting Action	Responsibility	Timing
<p>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.</p> <p>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.</p> <p>Mitigation Measure NOI-9: If pile-driving activity is determined to be required as part of the construction activities, then:</p> <ul style="list-style-type: none"> • 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. 	<ul style="list-style-type: none"> • Include the provisions of this measure to be included in construction contracts, and for the City to review those contracts to ensure compliance. • Maintain records of specifications in project file. • Include mitigation measure in conditions of approval for development projects. • Include the provisions of this measure to be included in construction contracts, and for the City to review those contracts to ensure compliance. • Maintain records of specifications in project file. • Include mitigation measure in conditions of approval for development projects. • Include the provisions of this measure to be included in construction contracts, and for the City to review those contracts to ensure compliance. • Maintain records of specifications in project file. 	<p>City Community Development and Building Divisions</p> <p>City Community Development and Building Divisions</p>	<p>Specific Plan area.</p> <p>Prior to approval of projects within the Specific Plan area.</p> <p>Prior to project approval</p>
Population and Housing			
None Required.			
Public Services			
None Required.			
Recreation			
None Required.			

**MITIGATION MONITORING AND REPORTING PROGRAM
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Mitigation Measures	Implementation, Monitoring, and Reporting Action	Responsibility	Timing
Transportation and Traffic			
<p>Measure 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.</p>	<ul style="list-style-type: none"> Evaluate intersections LOS and other traffic issues prior to approval of projects that would affect this intersection. Implement improvements as needed per LOS. 	City Planning and Engineering Departments	When needed due to traffic volumes
<p>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.</p>	<ul style="list-style-type: none"> Evaluate intersections LOS and other traffic issues prior to approval of projects that would affect this intersection and roadway areas. 	City Planning and Engineering Departments	When needed due to traffic volumes
<p>Measure 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.</p>	<ul style="list-style-type: none"> Evaluate intersections LOS and other traffic issues prior to approval of projects that would affect this intersection. 	City Planning and Engineering Departments	When needed due to traffic volumes
Utilities and Service Systems			
None Required.			