FIT 7 SPORTS LAB DEVELOPMENT PROJECT
Initial Study and Draft Mitigated Negative Declaration

The following Initial Study has been prepared in compliance with the California Environmental Quality Act.

Prepared For:

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

Prepared By:

Impact Sciences, Inc.
811 W. 7th Street, Suite 200
Los Angeles, California 90017

November 2023

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INTRODUCTION

A. INITIAL STUDY

Pursuant to Section 15063 of the California Environmental Quality Act (CEQA) Guidelines (Title 14, California Code of Regulations, Sections 15000 et seq.), an initial study is a preliminary environmental analysis that is used by the lead agency (the public agency principally responsible for approving or carrying out the proposed project) as a basis for determining whether an environmental impact report, a mitigated negative declaration, or a negative declaration is required for a project. The *State CEQA Guidelines* require that an Initial Study contain a project description, description of existing setting, identification of environmental effects by checklist or other similar form, explanation of environmental effects, discussion of mitigation for significant environmental effects, evaluation of the Project's consistency with existing, applicable land use controls, and the name of persons who prepared the study.

The purpose of this Initial Study is to evaluate the potential environmental impacts of the proposed Fit 7 Sports Lab Development Project (herein referenced as the "Project"). The Project would repurpose the existing building located at 14412 Joanbridge Street into a two-story soccer training facility. The Project would also demolish the building at 14424 Joanbridge Street and construct associated ground floor parking with rooftop soccer fields.

B. PUBLIC AND AGENCY REVIEW

This Initial Study / Proposed Mitigated Negative Declaration will be circulated for public and agency review from **November 1, 2023**, to **November 30, 2023**. Copies of this document are available for review at 14403 East Pacific Avenue, Baldwin Park, California, and on the City of Baldwin Park's website at https://www.baldwinpark.com/online-documents/community-development/planning/environmental-documents. Comments on this Initial Study / Proposed Mitigated Negative Declaration must be received no later than 5:00 PM on **November 30**, **2023**, and can be mailed or emailed to:

City of Baldwin Park, Planning Division
Melanie Chipres, Associate Planner
14403 E. Pacific Avenue
Baldwin Park, California 91706
melissac@baldwinpark.com

C. ORGANIZATION OF THE INITIAL STUDY

This Initial Study is organized into the following sections:

- **Section I – Project Information:** provides summary background information about the Project, including Project location, lead agency, and contact information.
- **Section II – Project Location and Description:** includes a description of the Project, including the need for the Project, the Project objectives, and the elements included in the Project.
- **Section III – Environmental Factors Potentially Affected:** identifies what environmental resources, if any, would involve at least one significant or potentially significant impact that cannot be reduced to a less than significant level.
- **Section IV – Determination:** indicates whether impacts associated with the Project would be significant, and what, if any, additional environmental documentation is required.
- **Section V – Evaluation of Environmental Impacts:** contains the Environmental Checklist form for each resource and presents an explanation of all checklist answers. The checklist is used to assist in evaluating the potential environmental impacts of the Project and determining which impacts, if any, need to be further evaluated in an EIR.
- **Section VI – Supporting Information Sources:** lists references used in the preparation of this document.
- **Section VII – Initial Study Preparers:** lists the names of individuals involved in the preparation of this document.
- **Appendices:** present the technical studies used in the preparation of this Initial Study.

I. PROJECT INFORMATION

A. PROJECT TITLE

Fit 7 Sports Lab Development Project

B. LEAD AGENCY NAME AND ADDRESS

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

C. CONTACT PERSON AND PHONE NUMBER

Fabiola Zelaya-Melicher
City Planner
(626) 960-4011 ext. 475

D. PROJECT LOCATION

14412 Joanbridge Street and 14424 Joanbridge Street
Baldwin Park, CA 91706

E. PROJECT APPLICANT'S NAME AND ADDRESS

Trinidad Campbell
Trinidad Campbell Design & Building
3829 Ronda Vista Pl.
Los Angeles, CA. 90027

F. CITY GENERAL PLAN DESIGNATION

General Industrial (GI)

G. CITY ZONING

Industrial

II. PROJECT LOCATION & DESCRIPTION

A. DESCRIPTION OF PROJECT

Location

The proposed Fit 7 Sports Lab Development Project (Project) would involve improvements to two adjacent lots located at 14412 Joanbridge Street (Assessment Parcel Number [APN] 8414-023-011) and 14424 Joanbridge Street (APN 8414-023-010) in the City of Baldwin Park (City). The Project would merge the two adjacent lots as one property (Project Site). The Project Site is located within the northern perimeter of Baldwin Park's jurisdiction limits, located approximately 1.30 miles east of Interstate 605 (I-605) and 1.96 miles south of Interstate 210 (I-210) (see **Figure 1**, **Regional Location**). The Project Site is primarily accessible by East Joanbridge Street, located north of the Project Site.

Background

The existing Baldwin Park community lacks recreational spaces within close proximities to residential areas. Although the Santa Fe Dam Recreation Area is accessible for hiking and biking activities, the City currently lacks small-scale recreational facilities that are more accessible for local neighborhoods. Further, residential neighborhoods within the immediate vicinity of the Project Site are surrounded by mixture of industrial and commercial and residential uses. The Project would provide recreational space to these residences and the area overall.

Existing Conditions

The Project Site is developed and located within a heavily urbanized area of the City. According to the *City of Baldwin Park General Plan* (dated 2020), the Project Site is currently designated for General Industrial land uses. Concurrently, the Project Site is zoned Industrial by the *City of Baldwin Park Zoning Map*.

14412 Joanbridge Street

The building located at 14412 Joanbridge Street was previously occupied by SLW Apparel, a clothing manufacturing company.[1] However, SLW Apparel is currently closed and no longer operational. The existing building is approximately 6,782 square feet in size, and approximately 22 feet in height. Vehicular access to 14412 Joanbridge Street is provided via one gated driveway along Joanbridge Street, which serves

1 Google Earth, 2023.

as the site's ingress/egress.[2] A vehicle driving aisle is provided along the eastern perimeter that leads vehicles to the existing surface parking on-site.

Approximately three surface parking spaces and one American Disabilities Act (ADA) compliant surface parking space is provided within the western portion of the property. Additionally, an existing trash enclosure and approximately three existing trees are located along the southern perimeter of the property.

14424 Joanbridge Street

The existing building located at 14424 Joanbridge Street is currently vacant**.** The existing building is approximately 5,000 square feet and approximately 16 feet in height. Vehicular access to the property is provided via one gated driveway along Joanbridge Street.[3] Surface parking is provided along the eastern perimeter of the site and ADA-compliant parking spaces are provided along the southern perimeter.

Project Features and Operations

The Project would merge the properties located at 14412 and 14424 Joanbridge Street into one property totaling approximately 26,244 square feet. The Project would repurpose the 14412 Joanbridge Street building into a two-story soccer training facility. The Project would also demolish the 14424 Joanbridge Street building and construct ground floor parking with rooftop soccer fields. Hours of operation would occur between the hours of 4:00 P.M. and 10:00 P.M. on weekdays, 9:00 A.M. and 6:00 P.M. on Saturdays, and 8:00 A.M. to 2:00 P.M. on Sundays. The following details the specific improvements proposed for each property.

Ground Floor

14412 Joanbridge Street

The Project would repurpose the existing building and demolish the existing trash enclosure at 14412 Joanbridge Street into a two-story soccer training facility. The first floor of the facility would include a meeting room, a gymnasium room, ADA-compliant restrooms, and a 6,625 square foot indoor soccer field equipped with two nets and one bench, and one water fountain (see **Figure 2**, **Conceptual Site Plan-Floor 1**). The property's existing driveway would serve as the main exit for vehicles from the Project Site. A 2,446 square foot driving lane would be provided for visiting vehicles as an egress route and utilized as an

2 Google Earth, 2023.

3 Google Earth, 2023.

emergency fire truck lane for the Los Angeles County Fire Department (LACFD). Additionally, approximately seven ground-level parking spaces would be provided within this property.

14424 Joanbridge Street

The Project would demolish the existing 5,000 square foot building at 14424 Joanbridge Street and construct ground floor parking with rooftop soccer fields. As shown in **Figure 2**, the Project would provide approximately 32 ground-level parking spaces including two ADA-compliant parking spaces within this property. Parking would be covered with a cement slab supported by columns and beams. The Project would utilize the property's existing driveway as the main vehicular entrance to the Project Site, and a one-way driving lane would be included to guide vehicular circulation. Additionally, an outdoor trash enclosure would be provided within this property.

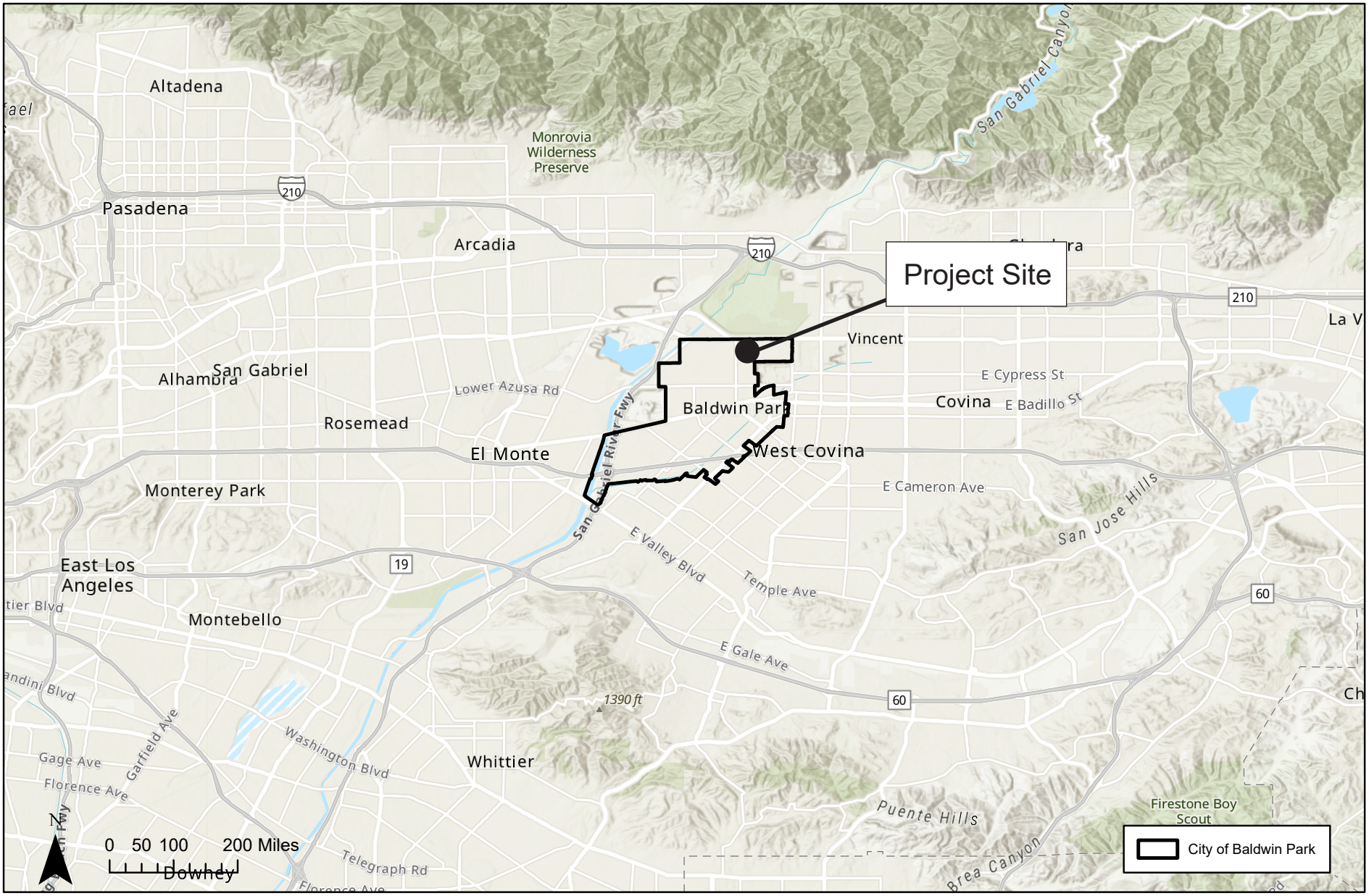
Second Floor

14412 Joanbridge Street

At this property, the second-floor level would include the mezzanine consisting of four office spaces, a kitchen, and a restroom (see **Figure 3**, **Conceptual Site Plan-Floor 2**). On the southern side of the second-floor level, the Project would also include a 2,314 square foot outdoor soccer field, equipped with two soccer nets, one bench, and a fountain. Nets would be installed to divide soccer field locations and shield visitors from any soccer balls that leave the soccer field. Additionally, an overhead net would be installed above the outdoor soccer field to prevent soccer balls from leaving the facility. Access to the second floor of the proposed facility would be provided via stairs, and access to the proposed outdoor soccer field would be provided via an elevator and stairs.

14424 Joanbridge Street

At this property, the second-floor level includes three outdoor soccer fields (that total approximately 10,618 square feet) above the proposed ground-level parking. As shown in **Figure 3**, each soccer field would be equipped with two soccer nets and benches. Nets would be installed between each soccer field to shield facility users from any soccer balls that leave the soccer field. Further, a net would be installed above all three outdoor soccer fields to prevent soccer balls from leaving the facility. Access to the second level would be provided via staircases and the proposed elevator located on the 14412 Joanbridge Street property.



SOURCE: Esri, 2023

FIGURE 1

IMPACT SCIENCES

Regional Location Map

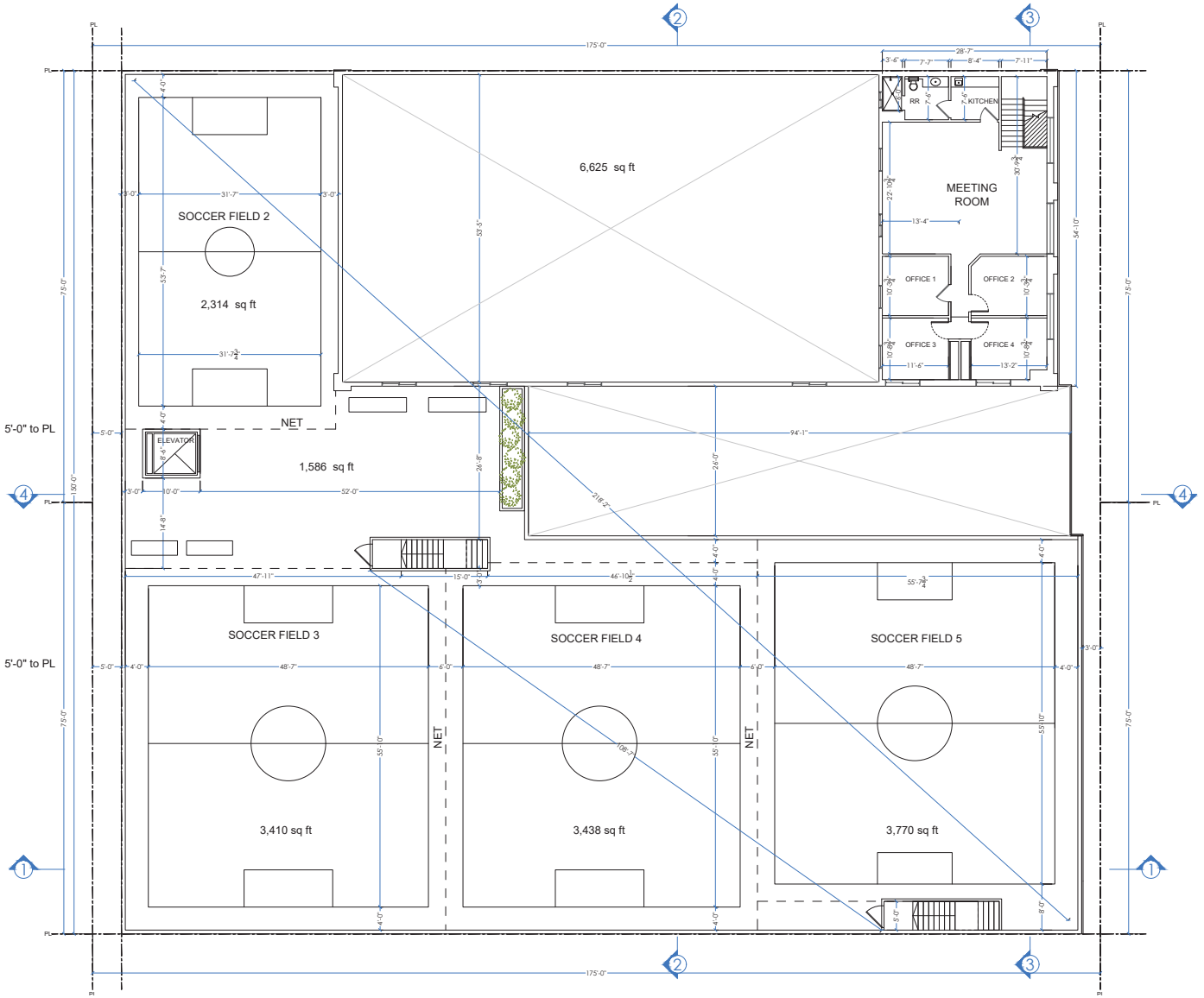
1489.001•01/23

SOURCE: Trinidad Campbell, 2022

FIGURE **2**

IMPACT SCIENCES

Conceptual Site Plan - Floor 1



SOURCE: Trinidad Campbell, 2022

FIGURE **3**

IMPACT SCIENCES

Conceptual Site Plan - Floor 2

1489.001•10/23

Landscaping

The Project would preserve the existing palm tree (*Arecacea palmae*) and shrubs located along the Project Site frontage. The Project will remove the existing on-site trees located along the southern perimeter of the Project Site. However, new trees would be planted along the same border of the Project Site, and new shrubs would be planted along the proposed surface parking area.The Project would also plant additional palm trees and shrubs along the Joansbridge Street frontage.

Architectural and Building Material Elements

Building elevations for the proposed soccer training facility would be at a maximum height of 25 feet. The proposed overhead outdoor net would not exceed this building height. Architectural features for both the proposed soccer training facility and its associated parking would include perforated metal panels, metal mesh, and wire mesh to prevent any soccer balls from escaping the site. A protective wall and wire mesh would be installed on the second-floor level of the 14244 Joanbridge Street property to protect facility users and soccer players. Building materials for the first floor of the facility would include royal playwood benchmark ash wood. Additionally, signage of the facility name would be installed on the facility, facing Joanbridge Street.

General Plan Amendment and Zone Change

The Project Applicant is seeking a General Plan amendment to change the Project Site's existing General Industrial land use designation to a Commercial/Industrial land use designation. The Project Applicant is also seeking a zone change for the Project Site from Industrial to Industrial Commercial. This would allow for the development of a sports facility with office uses on-site.

B. SURROUNDING LAND USES

The Project Site is bound by industrial uses to the west and east (i.e., James Auto Repair and B & C Auto Body, respectively). Single-family residential uses are located immediately south of the Project Site and are designated and zoned as Single Family Residential by the General Plan and the City Zoning Code, respectively. Immediately north of the Project Site is East Joanbridge Street, and industrial uses are approximately 60 feet north of the Project Site (i.e., Spartan Fleet Service). These properties are designated and zoned as Industrial by the General Plan and the City Zoning Code, respectively.

C. DISCRETIONARY APPROVAL AUTHORITY

The Project would require permits and approvals from the City of Baldwin Park prior to construction. These permits and approvals are identified below and may be subject to change as the project entitlement process proceeds.

- CEQA Clearance; City of Baldwin Park Planning Commission and City Council
- Site Plan Review; City of Baldwin Park Planning Division and LACFD
- Grading Permit; City of Baldwin Park Building and Safety Division
- General Plan Amendment; City of Baldwin Park Planning Division and City Council
- Zone Change; City of Baldwin Park Planning Division and City Council and
- Lot Merger; City of Baldwin Park Planning Division.

D. PROJECT CONSTRUCTION

Construction activities associated with the Project would occur over an approximate 11-month duration. Building demolition is anticipated to take approximately two weeks and site grading is anticipated to take approximately one month. Upon completion of site grading activities, proposed building construction, foundation preparation, installation/connections for utilities, and finishing would take approximately 10 months.

III. ENVIRONMENTAL CHECKLIST

A. ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

The environmental factors checked below would be potentially affected by this Project, involving at least one impact that is a "Potentially Significant Impact" as indicated by the checklist on the following pages.

☒	Aesthetics	☐	Agriculture and Forestry Resources	☐	Air Quality
☐	Biological Resources	☒	Cultural Resources	☐	Energy
☒	Geology and Soils	☐	Greenhouse Gas Emissions	☒	Hazards and Hazardous Materials
☐	Hydrology and Water Quality	☐	Land Use and Planning	☐	Mineral Resources
☐	Noise	☐	Population and Housing	☐	Public Services
☐	Recreation	☒	Transportation	☐	Tribal Cultural Resources
☐	Utilities and Service Systems	☐	Wildfire	☒	Mandatory Findings of Significance

B. DETERMINATION: (to be completed by the Lead Agency)

On the basis of this initial evaluation:

I find that the Proposed Project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.	☐
I find that, although the Proposed Project could have a significant effect on the environment, there will not be a significant effect in this case because the mitigation measures described on an attached sheet have been added to the Project. A MITIGATED NEGATIVE DECLARATION will be prepared.	☒
I find that the Proposed Project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.	☐
I find that the Proposed Project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment., but at least effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.	☐

I find that although the Proposed Project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the Proposed Project, nothing further is required.	☐
I find that the Project is a qualified "transit priority project" that satisfies the requirements of Sections 21155 and 21155.2 of the Public Resources Code (PRC), and a qualified "residential or mixed use residential project" that satisfies the requirements of Section 21159.28(d) of the PRC, and although the Project could have a potentially significant effect on the environment as identified in the Initial Study contained herein, there will not be a significant effect in this case, because this Sustainable Communities Environmental Assessment (SCEA) contains measures that either avoid or mitigate to a level of insignificance all potentially significant or significant effects of the Project.	☐

Printed Name	Title
Signature	Date

C. ENVIRONMENTAL IMPACTS

1. Aesthetics

Except as provided in Public Resources Code section 21099:

a. Would the project have a substantial adverse effect on a scenic vista?

Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
☐	☐	☒	☐

Less Than Significant Impact. A scenic vista is generally defined as a view of undisturbed natural characteristics exhibiting a unique feature that comprises an important or dominant portion of the viewshed. Although scenic vistas are identified at the discretion of its jurisdiction, common examples of scenic vistas include open hillsides, mountain ranges, rivers/streambeds, and large bodies of water.

The City of Baldwin Park General Plan does not identify any scenic vistas or other scenic resources. Portions of the City do contain distant public views of the San Gabriel and San Bernardino Mountains ranges. However, due to distance and the intervening trees and structures, there are no public viewsheds that contain the Project Site and the San Gabriel Mountains and San Bernardino Mountains. The Project Site is currently developed with two buildings and associated parking. The Project Site is generally surrounded by existing urban development that includes residential and industrial uses. Further, the Project would construct a new structure with a maximum height of 25 feet. When compared to the existing on-site structure's height of 22 feet, the three foot increase is nominal and would not have the potential to substantively alter existing private or public viewsheds. Therefore, the Project would not have a substantial adverse impact on a scenic vista, and impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

b. Would the project substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?

Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
☐	☐	☐	☒

No Impact. There are no designated or eligible State scenic highways located near the Project Site or within its immediate vicinity. The nearest designated, or eligible for designation, State scenic highway is State Route 39 (SR-39), located approximately 3.20 miles northeast of the Project Site.[4] Due to this distance, as well as the topography and intervening objects (i.e., trees, buildings), the SR-39 is not visible from the Project Site. Therefore, no impact would occur.

Mitigation Measures: No mitigation measures are required.

c. Would the project, in non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from a publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?

Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
☐	☐	☒	☐

Less than Significant Impact. The Project Site is located in a highly urbanized area of the City that has been highly disturbed. Thus, for the purpose of this threshold, the Project's potential to conflict with applicable zoning and other regulations governing scenic quality is evaluated.

The Project Site is located in a developed and urban area that has been highly disturbed. Although the construction activities associated with the Project would result in changes to the visual quality of the Project Area, these activities would be temporary and would cease upon completion of the Project. The Project would be constructed in accordance with the City's design regulations for commercial land

4 California Department of Transportation, "California State Scenic Highway System Map," Available online at: https://caltrans.maps.arcgis.com/apps/webappviewer/index.html?id=465dfd3d807c46cc8e8057116f1aacaa, accessed January 26, 2023.

uses. Project plans will be subject to City review and approval prior to construction. As such, the Project would not substantially degrade the existing visual character or quality of the site or its surrounding, and the Project would not conflict with applicable zoning and other regulations governing scenic quality. Project impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

d. Would the project create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?

Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
☐	☒	☐	☐

Less than Significant Impact with Mitigation. Light emanating from building interiors that pass-through windows and light from exterior sources (i.e., street lighting, parking lot lighting, field lighting, building illumination, security lighting, and landscape lighting) serve as primary sources of light.

The Project Site is located within an urban and developed area and is surrounded by industrial and residential uses. Existing on-site light sources are limited to multiple lighting fixtures that are mounted to both of existing buildings on-site. Existing off-site light sources include streetlights, light emitted from adjacent properties, and vehicle headlights travelling along Joanbridge Street.

Construction activities associated with the Project would adhere to Section 130.37 (Special Noise Sources) of the Baldwin Park Municipal Code, which limits the hours of construction for a development between 7:00 A.M. to 7:00 P.M. While some construction activities could result in moments of light or glare impacts (e.g., sun reflecting on equipment or evening construction activities during the winter season), sources of light and glare are present in the urbanized Project Area during day and nighttime hours, particularly from existing uses and vehicular traffic along Joanbridge Street. Therefore, construction activities associated with the Project would not create a new source of substantial light or glare which would adversely affect day or nighttime views in the area.

The Project would result in a new-two story structure that would allow ground level parking of up to 39 spaces, as well as four new outdoor soccer fields that would be located on the structure. Operation of the proposed soccer training facility would occur between the hours of 4:00 P.M. and 10:00 P.M. on weekdays, 9:00 A.M and 6:00 P.M. on Saturdays, and 8:00 A.M. to 2:00 P.M. on Sundays. Given the

nature of the proposed operation of the soccer training facility and its proposed hours, the Project would have the potential to increase on-site lighting compared to existing conditions. Primary light sources associated with the Project would include: vehicle headlights emitted from the ground floor, soccer field lighting, and general lighting for common areas, pedestrian access, parking, and security. The Project would install a masonry concrete wall between the proposed facility and adjacent residential uses south of the site that would stand six feet in height. The proposed masonry wall would shield the adjacent residential uses from direct exposure to vehicle headlights. However, due to the height of the proposed masonry wall and its location on the ground floor, exterior light emitted from the second floor of the soccer training facility could spillover and affect existing sensitive receptors (i.e., residential uses) that are adjacent to the Project Site. The Project would comply with Section 153.140.040 (Light and Glare) (a) of the City's Municipal Code, which limits the height of all lighting support structure to the maximum permitted building height for the zone in which they are located. Additionally, Section 153.140.040(f) requires all outdoor lighting to be directed, oriented and shielded to prevent light from spilling over into adjacent properties. The Project Applicant would also adhere to *City to Baldwin Park Design Guidelines Manual* (April 2012) and submit a Schematic Lighting Plan of the Project Site as part of the Applicant's Design Review Submittal package to the City of Baldwin Park Planning Division for review and approval. As required, the schematic lighting plan would indicate the location of all proposed exterior light fixtures (i.e., lighting poles and mounted lighting fixtures). Per the City's Guidelines, all exterior lighting fixtures would be energy-efficient ENERGY STAR and have photosensitive off/on switches. Furthermore, **Mitigation Measure AES-1** would require the Project Applicant to demonstrate that the proposed lighting conditions would not result in excessive spillage into the adjacent residential uses. Thus, adherence to local lighting regulations, implementation of the City's Design Guidelines, and implementation of **Mitigation Measure AES-1** would reduce the Project's impacts involving substantial light and glare to less than significant levels.

Mitigation Measures

AES 1 Prior to the initiation of construction activities, the Project Applicant shall submit additional documentation as part of the required Schematic Lighting Plan and the Applicant's Design Review Submittal package to the City of Baldwin Park Design Review Committee for review and approval. Additional documentation shall demonstrate that the proposed lighting conditions under the Project shall not result in excessive spillage. Additional documentation may include, but is not limited to, photometric site plans and/or written statements of approval from the City Engineer.

2. Agricultural Resources

a. Would the project convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?

Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
☐	☐	☐	☒

No Impact. According to the California Department of Conservation's California Important Farmland Finder, the Project Site is not classified as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance.[5] Further, the Project Site is designated and zoned Industrial. Thus, the Project would not convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance to non-agricultural use. No impact would occur.

Mitigation Measures: No mitigation measures are required.

b. Would the project conflict with existing zoning for agricultural use, or a Williamson Act contract?

Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
☐	☐	☐	☒

No Impact. As stated above, the Project Site is zoned Industrial. The existing zoning does not include any agricultural-related zoning designations, nor is the site part of a Williamson Act contract.[6] Additionally, the land uses surrounding the Project Site are not zoned for agricultural uses or in a Williamson Act contract. Therefore, Project implementation would not conflict with existing zoning for agricultural use, or a Williamson Act contract. No impact would occur.

Mitigation Measures: No mitigation measures are required.

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5 California Department of Conservation, "California Important Farmland Finder," Available online at: https://maps.conservation.ca.gov/dlrp/ciff/, Accessed January 26, 2023.

6 California Department of Conservation Division of Land Resource Protection, "Los Angeles County Williamson Act FY 2015/2016," November 21, 2018.

c. Would the project conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220 (g)), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104 (g))?

Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
☐	☐	☐	☒

No Impact. The Project Site is not zoned or used for forest land or timberland purposes and is not zoned Timberland Production. Further, Project implementation would not result in the rezoning of forest land, timberland, or timberland zoned Timberland Production. Therefore, no impact would occur.

Mitigation Measures: No mitigation measures are required.

d. Would the project result in the loss of forest land or conversion of forest land to a non-forest use?

Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
☐	☐	☐	☒

No Impact. As stated above, the Project Site is not occupied by or used for forest land. Therefore, no impacts would occur.

Mitigation Measures: No mitigation measures are required.

e. Would the project involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?

Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
☐	☐	☐	☒

No Impact. As the Project would occur within a highly developed and urban area, Project implementation would not result in the conversion of farmland or forest land to non-agricultural/non-forest land use. No impacts would occur.

Mitigation Measures: No mitigation measures are required.

3. Air Quality

a. Would the project conflict with or obstruct implementation of the applicable air quality plan?

Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
☐	☐	☒	☐

Less than significant impact.

Air Quality Setting

South Coast Air Basin

The Project Site is located within the Los Angeles County portion of the South Coast Air Basin (Basin). The Basin includes all of Orange County and the non-desert portions of Los Angeles, San Bernardino, and Riverside Counties. The regional climate within the Basin is considered semi-arid and is characterized by warm summers, mild winters, infrequent seasonal rainfall, moderate daytime onshore breezes, and moderate humidity. The air quality within the Basin is primarily influenced by meteorological conditions and a wide range of emissions sources – such as dense population centers, heavy vehicular traffic, and industry. The South Coast Air Quality Management District (SCAQMD) divides the Basin into source receptor areas (SRAs) in which monitoring stations operate to monitor the various concentrations of air pollutants in the region. The Project Site is located within SRA 9, which covers the East San Gabriel Valley area.

The SCAQMD is the air pollution control district for Orange County and the non-desert portions of Los Angeles, Riverside, and San Bernardino Counties. The agency's primary responsibility is ensuring that the Basin region meets attainment for the federal and state standards. The SCAQMD is responsible for preparing an air quality management plan in order to meet federal attainment status. The SCAQMD is also responsible for adopting and enforcing rules and regulations concerning air pollutant sources, issuing permits for stationary sources of air pollutants, inspecting stationary sources of air pollutants,

responding to citizen complaints, monitoring ambient air quality and meteorological conditions, awarding grants to reduce motor vehicle emissions, and conducting public education campaigns, as well as many other activities. All projects are subject to SCAQMD rules and regulations in effect at the time of construction.

***S*CAQMD Rules and Regulations**

The following is a list of noteworthy SCAQMD rules that are required of construction activities associated with the Project:

- **Rule 402 (Nuisance)** – This rule prohibits the discharge from any source whatsoever such quantities of air contaminants or other material which cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public, or which endanger the comfort, repose, health, or safety of any such persons or the public, or which cause, or have a natural tendency to cause, injury or damage to business or property. This rule does not apply to odors emanating from agricultural operations necessary for the growing of crops or the raising of fowl or animals.

- **Rule 403 (Fugitive Dust)** – This rule requires fugitive dust sources to implement best available control measures for all sources, and all forms of visible particulate matter are prohibited from crossing any property line. This rule is intended to reduce PM10 emissions (particulate matter with a diameter of 10 micrometers or smaller) from any transportation, handling, construction, or storage activity that has the potential to generate fugitive dust. PM10 suppression techniques are summarized below.

  - Portions of a construction site to remain inactive longer than a period of three months will be seeded and watered until grass cover is grown or otherwise stabilized.

  - All on-site roads will be paved as soon as feasible or watered periodically or chemically stabilized.

  - All material transported off-site will be either sufficiently watered or securely covered to prevent excessive amounts of dust.

  - The area disturbed by clearing, grading, earthmoving, or excavation operations will be minimized at all times.

- Where vehicles leave a construction site and enter adjacent public streets, the streets will be swept daily or washed down at the end of the work day to remove soil tracked onto the paved surface.

- **Rule 1113 (Architectural Coatings)** – This rule requires manufacturers, distributors, and end-uses of architectural and industrial maintenance coatings to reduce reactive organic gas (ROG) emissions from the use of these coatings, primarily by placing limits on the ROG content of various coating categories.

Local

City of Baldwin Park General Plan

Applicable goals and policies related to air quality from the City of Baldwin Park General Plan (General Plan) Air Quality Element are listed below:

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

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

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

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

Thresholds of Significance

Consistency with the Applicable Air Quality Management Plan

The SCAQMD has adopted criteria for consistency with regional plans and the regional Air Quality Management Plan (AQMP) in its CEQA Air Quality Handbook. Specifically, the indicators of consistency are: 1) whether the Project would increase the frequency or severity of existing air quality violations or cause or contribute to new air quality violations; and 2) whether the Project would exceed the assumptions utilized in preparing the AQMP.

Violation of Standards or Substantial Contribution to Air Quality Violations

As the agency principally responsible for comprehensive air pollution control in the Basin, the SCAQMD recommends that projects should be evaluated in terms of air pollution control thresholds established by the SCAQMD and published in the CEQA *Air Quality Handbook*. These thresholds were developed by the SCAQMD to provide quantifiable levels to which Projects can be compared. The most current significance thresholds, shown in **Table 1, South Coast AQMD Regional Significance Thresholds**, are used in this analysis.

Table 1
South Coast AQMD Air Quality Significance Thresholds

Mass Daily Thresholds [a]		
Pollutant	**Construction [b]**	**Operation [c]**
NOx	100 lbs/day	55 lbs/day
VOC	75 lbs/day	55 lbs/day
PM10	150 lbs/day	150 lbs/day
PM2.5	55 lbs/day	55 lbs/day
SOx	150 lbs/day	150 lbs/day
CO	550 lbs/day	550 lbs/day
Lead	3 lbs/day	3 lbs/day
Toxic Air Contaminants (TACs), Odor, and GHG Thresholds		
TACs (including carcinogens and non-carcinogens)	Maximum Incremental Cancer Risk ≥ 10 in 1 million Cancer Burden > 0.5 excess cancer cases (in areas ≥ 1 in 1 million) Chronic & Acute Hazard Index ≥ 1.0 (Project increment)	
Odor	Project creates an odor nuisance pursuant to South Coast AQMD Rule 402	
GHG	10,000 MT/yr CO_2eq for industrial facilities	
Ambient Air Quality Standards for Criteria Pollutants [d]		
NO_2	South coast AQMD is in attainment; Project is significant if it causes or contributes to an exceedance of the following attainment standards:	
1-hour average	0.18 ppm (state)	
annual arithmetic mean	0.03 ppm (state) and 0.0534 ppm (federal)	
PM10		
24-hour average	10.4 μg/m^3 (construction) [e] & 2.5 μg/m^3 (operation)	
annual average	1.0 μg/m3	
PM2.5		
24-hour average	10.4 μg/m^3 (construction) [e] & 2.5 μg/m^3 (operation)	
SO_2		
1-hour average	0.25 ppm (state) & 0.075 ppm (federal - 99th percentile)	
24-hour average	0.04 ppm (state)	
Sulfate		
24-hour average	25 μg/m^3 (state)	
CO	South Coast AQMD is in attainment; Project is significant if it causes or contributes to an exceedance of the following attainment standards:	
1-hour average	20 ppm (state) and 35 ppm (federal)	
8-hour average	9.0 ppm (state/federal)	

Ambient Air Quality Standards for Criteria Pollutants [d] (continued)	
Lead	
30-day Average	1.5 µg/m³ (state)
Rolling 3-month average	0.15 µg/m³ (federal)

[a] *Source: South Coast AQMD CEQA Handbook (South Coast AQMD, 1993)*

[b] *Construction thresholds apply to both the South Coast Air Basin and Coachella Valley (Salton Sea and Mojave Desert Air Basins).*

[c] *For Coachella Valley, the mass daily thresholds for operation are the same as the construction thresholds.*

[d] *Ambient air quality thresholds for criteria pollutants based on South Coast AQMD Rule 1303, Table A-2 unless otherwise stated.*

[e] *Ambient air quality threshold based on South Coast AQMD Rule 403.*

Exposure of Sensitive Receptors to Substantial Pollutant Concentrations

The SCAQMD currently recommends that impacts to sensitive receptors be considered significant when a project generates localized pollutant concentrations of nitrogen dioxide (NO_2), carbon monoxide (CO), PM10, or PM2.5 (particulate matter with a diameter of 2.5 micrometers or smaller) at sensitive receptors near a project site that exceed the localized pollutant concentration thresholds listed above or when a project's traffic causes CO concentrations at sensitive receptors located near congested intersections to exceed the national or state ambient air quality standards. The roadway CO thresholds would also apply to the contribution of emissions associated with cumulative development. Additionally, the SCAQMD recommends impacts to sensitive receptors be considered significant if a project exceeds the TAC thresholds detailed in **Table 1** above.

In addition, the SCAQMD has established localized significance criteria in the form of ambient air quality standards for criteria pollutants. To minimize the need for detailed air quality modeling to assess localized impacts, SCAQMD developed mass-based localized significance thresholds (LSTs) that are the number of pounds of emissions per day that can be generated by a project that would cause or contribute to adverse localized air quality impacts. These localized thresholds, are found in the mass rate look-up tables in the "Final Localized Significance Threshold Methodology" document prepared by the SCAQMD.[7] LSTs represent the maximum emissions from a project that are not expected to cause or contribute to an exceedance of the most stringent applicable federal or state ambient air quality standards, and are developed based on the ambient concentrations of that pollutant for each SRA.

7 SCAQMD, *Final Localized Significance Threshold Methodology*, June 2003, Revised July 2008. Available online at: http://www.aqmd.gov/docs/default-source/ceqa/handbook/localized-significance-thresholds/final-lst-methodology-document.pdf, Accessed March 6, 2023.

Exposure to Objectionable Odors

A significant impact may occur if objectionable odors occur that would adversely impact sensitive receptors. Odors are typically associated with industrial projects involving the use of chemicals, solvents, petroleum products, and other strong-smelling elements used in manufacturing processes, as well as sewage treatment facilities and landfills.

Project Impacts

As part of its enforcement responsibilities, the United States Environmental Protection Agency (U.S. EPA) requires each state with nonattainment areas to prepare and submit a State Implementation Plan (SIP) that demonstrates the means to attain the federal standards. The SIP must integrate federal, state, and local plan components and regulations to identify specific measures to reduce pollution in nonattainment areas, using a combination of performance standards and market-based programs. Similarly, under state law, the California Clean Air Act (CCAA) requires an air quality attainment plan to be prepared for areas designated as nonattainment with regard to the federal and state ambient air quality standards. Air quality attainment plans outline emissions limits and control measures to achieve and maintain these standards by the earliest practical date.

Drafted by the SCAQMD, the 2022 AQMP[8] was developed in effort with the California Air Resources Board (CARB), the Southern California Association of Governments (SCAG), and the U.S. EPA to establish a program of rules and regulations to reduce air pollutant emissions to achieves California Ambient Air Quality Standards (CAAQS) and National Ambient Air Quality Standards (NAAQS). The plan's pollutant control strategies are based on SCAG's 2020-2045 Regional Transportation Plan / Sustainable Communities Strategy (RTP/SCS).

Criteria for determining consistency with the AQMP are defined in Chapter 12, Section 12.2 and Section 12.3 of the SCAQMD's 1993 CEQA Air Quality Handbook, and include the following:

- **Consistency Criterion No. 1**: The proposed Project will not result in an increase in the frequency or severity of an existing air quality violation, or cause or contribute to new violations, or delay the timely attainment of air quality standards or the interim emissions reductions specified in the AQMP.

8 South Coast Air Quality Management District, *2022 Air Quality Management Plan*. 2022. Available online at: http://www.aqmd.gov/docs/default-source/clean-air-plans/air-quality-management-plans/2022-air-quality-management-plan/final-2022-aqmp/final-2022-aqmp.pdf?sfvrsn=16, accessed March 6, 2023.

- **Consistency Criterion No. 2**: The proposed Project will not exceed the assumptions in the AQMP or increments based on the years of the Project build-out phase.

With respect to the first criterion, area air quality planning, including the AQMP, assumes that there will be emissions from new growth, but that such emissions may not impede the attainment and may actually contribute to the attainment of applicable air quality standards within the Basin. As discussed herein, the Project would not result in construction air quality emissions that exceed the SCAQMD thresholds of significance. Construction-related emissions would be temporary in nature, lasting only for the duration of the construction period, and would not have a long-term impact on the region's ability to meet state and federal air quality standards. Furthermore, the Project will be required to comply with applicable SCAQMD rules and regulations for new or modified sources. For example, the Project must comply with SCAQMD Rule 403 for the control of fugitive dust during construction. By meeting SCAQMD rules and regulations, Project construction activities will be consistent with the goals and objectives of the AQMP to improve air quality in the Basin. Also discussed herein, the Project would not result in operational air quality emissions that exceed the SCAQMD thresholds of significance. Thus, the Project would be consistent with first criterion.

With respect to the second criterion, the AQMP was prepared to achieve national and state air pollution standards within the region. A project that is considered to be consistent with the AQMP would not interfere with attainment of AQMP goals because the growth from the Project is included in the regional projections used to formulate the AQMP. Therefore, projects, land uses, and activities that are consistent with the applicable assumptions used in the development of the AQMP (i.e., the RTP/SCS) would not jeopardize attainment of the air quality levels identified in the AQMP, even if they exceed the SCAQMD's project-level daily emissions thresholds. The Project does not include the addition or removal of housing and thus would have no direct impact on population and housing forecasts for the area. Although the Project could increase employment in the area, such increases would be consistent with the planned growth assumptions utilized in preparing the AQMP. It is anticipated that employees of the Project would primarily consist of existing residents in the Baldwin Park area and would not result in a high number of employees relocating to the region. As such, the Project would not have the potential to conflict with regional growth projections identified in SCAG's RTP/SCS and the AQMP. Thus, the Project is also consistent with the second criterion. As the Project is consistent with Criterion Nos. 1 and 2, the Project would not conflict with or obstruct implementation of any applicable air quality plan, and this impact is less than significant.

Mitigation Measure: No mitigation measures are required.

b. Would the project result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?

Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
☐	☐	☒	☐

A Project may have a significant impact if Project-related emissions would result in a cumulatively considerable net increase for a criteria pollutant for which the region is in nonattainment under applicable federal or state ambient air quality standards. The cumulative analysis of air quality impacts follows the SCAQMD's guidance such that construction or operational Project emissions will be considered cumulatively considerable if Project-specific emissions exceed an applicable SCAQMD recommended daily threshold.

Regional Construction Significance Analysis

For purposes of this analysis, it is estimated that the Project would be constructed in approximately 11 months with construction beginning in 2023 and Project operations commencing by mid-2024. While construction may begin at a later date and/or take place over a longer period, these assumptions represent the earliest and fastest build-out potential resulting in a worst-case daily impact scenario for purposes of this analysis. This analysis assumes construction would be undertaken with the following primary construction phases: (1) Demolition, (2) Grading, and (3) Building Construction.

The analysis of regional daily construction emissions has been prepared utilizing the California Emissions Estimator Model (CalEEMod) recommended by the SCAQMD. Predicted maximum daily construction-generated emissions for the Project are summarized in **Table 2, Construction-Related Criteria Pollutant and Precursor Emissions – Maximum Pounds per Day.** These calculations assume that appropriate dust control measures would be implemented as part of the Project during each phase of development, as specified by SCAQMD Rule 403 (Fugitive Dust). Rule 403 control requirements include but are not limited to: applying water in sufficient quantities to prevent the generation of visible dust plumes; applying soil binders to uncovered areas; reestablishing ground cover as quickly as possible; utilizing a wheel washing system to remove bulk material from tires and vehicle undercarriages before vehicles exit the Project Site; and maintaining effective cover over exposed areas. As shown in **Table 2**, the peak daily emissions generated during the construction of the Project would not exceed any of the regional emission thresholds recommended by the SCAQMD. Therefore, Project

construction would not result in a cumulatively considerable net increase of any criteria air pollutant for which the Project region is nonattainment under an applicable federal or state ambient air quality standard.

Table 2
Construction-Related Criteria Pollutant and Precursor Emissions – Maximum Pounds per Day

Construction Year	ROG	NOx	CO	SO_2	PM10	PM2.5
2023	1.32	12.60	12.00	0.02	2.77	1.58
2024	0.60	5.80	7.75	0.01	0.41	0.27
Regional Threshold	**75**	**100**	**550**	**150**	**150**	**55**
Exceed?	*No*	*No*	*No*	*No*	*No*	*No*

Source: Impact Sciences, 2023. See Appendix A to this IS/MND for CalEEMod data.
Note: Project emissions account for the reductions from SCAQMD Rule 403 (Fugitive Dust).

Regional Operational Significance Analysis

Project-generated emissions would be associated with motor vehicle use, energy use, and area sources, such as the use of landscape maintenance equipment and consumer cleaning products, associated with the operation of the Project. The operational emissions from the Project were calculated with CalEEMod and the operational emissions were compared against SCAQMD regional thresholds to determine Project significance. Long-term operational emissions attributable to the Project are summarized in **Table 3, Long-Term Operational Emissions – Maximum Pounds per Day**. As shown, the operational emissions generated by the Project would not exceed the regional thresholds of significance set by the SCAQMD.

Table 3
Long-Term Operational Emissions – Maximum Pounds per Day

Source	ROG	NOx	CO	SO_2	PM10	PM2.5
Area Source	0.34	0.01	1.03	< 0.01	< 0.01	< 0.01
Energy Use	< 0.005	0.05	0.04	<0.01	< 0.01	< 0.01
Mobile Source	0.40	0.37	3.74	0.01	0.30	0.06
Total	0.74	0.43	4.81	0.01	0.30	0.06
Regional Threshold	**55**	**55**	**550**	**150**	**150**	**55**
Exceed?	*No*	*No*	*No*	*No*	*No*	*No*

Source: Impact Sciences, 2023. See Appendix A to this IS/MND for CalEEMod data.

As shown in **Table 2** and **Table 3**, the Project's construction and operational emissions would not exceed the SCAQMD's thresholds for any criteria air pollutants. Thus, the Project would not result in a cumulatively considerable net increase of any criteria air pollutant for which the Project region is nonattainment under an applicable federal or state ambient air quality standard. These impacts are less than significant.

Air Quality Health Impacts

On December 24, 2018, the California Supreme Court published its opinion on the *Sierra Club et al. v. County of Fresno et. Al.* (Case No. S219783) which determined that an environmental review must adequately analyze a Project's potential impacts and inform the public how its bare numbers translate to a potential adverse health impact or explain how existing scientific constraints cannot translate the emissions numbers to the potential health impacts.

Criteria air pollutants are defined as those pollutants for which the federal and state governments have established air quality standards for outdoor or ambient concentrations to protect public health. The national and state ambient air quality standards have been set at levels to protect human health with a determined margin of safety.[9] The Basin is in state non-attainment for PM2.5, PM10, and Ozone ($O_{3)}$ and federal non-attainment for PM2.5 and O_3. Therefore, an increase in emissions of particulate matter or ozone precursors (ROG and nitrogen oxide [NOx]) has the potential to push the region further from reaching attainment status and, as a result, are the pollutants of greatest concern in the region. As noted in **Table 2** and **Table 3** above, the Project will emit criteria air pollutants during construction and operation**.** However, the Project will not exceed SCAQMD thresholds for ozone precursors (ROG and NOx), PM2.5, PM10, or any other criteria air pollutants, and will not result in a cumulatively significant impact for which the region is in non-attainment. Thus, with respect to the Project's increase in criteria pollutant emissions, the Project would not have the potential cause significant air quality health impacts. With respect to the Project's potential TAC and diesel particulate matter (DPM) impacts upon sensitive receptors, please refer to the discussion under **AQ Impact C** below.

Mitigation Measure: No mitigation measures are required.

9 SCAQMD, *Guidance Document for Addressing Air Quality Issues in General Plans and Local Planning*, May 6, 2005.

c. Would the project expose sensitive receptors to substantial pollutant concentrations?

Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
☐	☐	☒	☐

Localized Construction Significance Analysis

The SCAQMD has developed localized significance thresholds (LST) for construction areas that are one, two, and five acres in size to simplify the evaluation of localized emissions. LSTs represent the maximum emissions from a Project that are not expected to cause or contribute to an exceedance of the applicable federal or State ambient air quality standard. LSTs are provided for each source receptor area (SRA) and various distances from the source of emissions. The nearest air quality sensitive receptors to the Project Site are residences approximately 15 feet south of the Project Site.

In the case of this analysis, the Project Site is located within SRA 9 – East San Gabriel Valley with receptors located within 25 meters.[10] The closest receptor distance in the SCAQMD's mass rate look-up tables is 25 meters. Projects that are located closer than 25 meters to the nearest receptor are directed to use the LSTs for receptors located within 25 meters. As the Project Site is less than one acre, LSTs for a one-acre site in SRA 9 with sensitive receptors located within 25 meters were utilized to address the potential localized NOx, CO, PM10, and PM2.5 impacts. As shown in **Table 4, Localized Significance of Construction Emissions – Maximum Pounds per Day**, the Project would not exceed any of the identified localized thresholds of significance during construction. Therefore, the Project's construction would not expose sensitive receptors to substantial air pollutant concentrations and these impacts would be less than significant.

10 LSTs based on shorter averaging periods, such as the NO_2 and CO LSTs, are applied to receptors such as industrial or commercial facilities since it is reasonable to assume that workers at these sites could be present for periods of one to eight hours. Therefore, this analysis evaluates localized air quality impacts from construction activities associated with the Project on sensitive receptors for NO_2, CO, PM10, and PM2.5, and on "non-sensitive" receptors (e.g., industrial or commercial facilities) for NO_2 and CO.

Table 4
Localized Significance of Construction Emissions – Maximum Pounds per Day

Construction Phase	NOx	CO	PM10	PM2.5
Demolition	**4..99**	**5.91**	**0.52**	**0.25**
SCAQMD Localized Thresholds	*89*	*623*	*5*	*3.00*
Grading	**12.60**	**11.40**	**2.67**	**1.55**
SCAQMD Localized Thresholds	*89*	*623*	*5*	*3*
Building Construction	**5.93**	**7.00**	**0.28**	**0.26**
SCAQMD Localized Thresholds	*89*	*623*	*5*	*3*
Exceed?	***No***	***No***	***No***	***No***

Source: Impact Sciences, 2023. See Appendix A to this IS/MND for CalEEMod data.
Notes: Calculations assume compliance with SCAQMD Rule 403 – Fugitive Dust. The localized thresholds for each phase are based on a 1-acre site with a receptor distance of 25 meters (82 feet) in SCAQMD's SRA 9.

Localized Operational Significance Analysis

Because LST methodology is applicable to Projects where emission sources occupy a fixed location, LST methodology would typically not apply to the operational phase of a commercial use Project because emissions for these Projects are primarily generated by mobile sources traveling on local roadways over generally large distances or areas. LSTs would apply to the operational phase of a Project if the Project includes stationary sources or attracts mobile sources that may spend long periods queuing and idling at the site. For example, the LST methodology applies to operational Projects such as warehouse/transfer facilities.[11] As the Project would not include warehouse or transfer facilities, an operational analysis against the LST methodology is not directly applicable to the Project. Nevertheless, **Table 5, Localized Significance of On-Site Operational Emissions – Maximum Pounds per Day**, has been included to illustrate the potential on-site emissions during Project operation. As shown in **Table 5**, the Project would not exceed any of the identified localized thresholds of significance. Therefore, the Project's operation would not expose sensitive receptors to substantial air pollutant concentrations and these impacts would be less than significant.

11 SCAQMD, Sample Construction Scenarios for Projects Less than Five Acres in Size, February 2005, page 1-3.

Table 5
Localized Significance of On-Site Operational Emissions – Maximum Pounds per Day

Emissions Source	NOx	CO	PM10	PM2.5
Area Sources	0.01	1.03	< 0.01	< 0.01
Energy Demand	0.05	0.04	< 0.01	< 0.01
Total On-Site Emissions	**0.06**	**1.07**	**0**	**0**
SCAQMD Localized Thresholds	*89*	*623*	*2.00*	*1*
Exceed?	***No***	***No***	***No***	***No***

Source: Impact Science, 2023. See Appendix A to this IS/MND for CalEEMod data.

The Project would not result in potentially significant CO "hot spots" and a Project-specific CO hotspots analysis is not required to reach this conclusion. It has long been recognized that CO exceedances ("hot spots") are caused by vehicular emissions, primarily when idling at intersections. Vehicle emissions standards have become increasingly more stringent in the last twenty years. With the turnover of older vehicles, introduction of cleaner fuels and implementation of control technology on industrial facilities, CO concentrations for the Project vicinity have historically met state and federal attainment status for the air quality standards. CO concentrations in SRA 9 are substantially below the California one-hour or eight-hour CO standards of 20 or 9.0 parts per million (ppm), respectively. Accordingly, with the steadily decreasing CO emissions from vehicles, even very busy intersections do not result in exceedances of the CO standard. Therefore, the Project would not have the potential to cause or contribute to an exceedance of the California one-hour or eight-hour CO standards of 20 or 9.0 ppm, respectively. Impacts with respect to localized CO concentrations would be less than significant.

Diesel Particulate Matter

Construction would result in the generation of DPM emissions from the use of off-road diesel equipment required for demolition, grading, building construction, and other construction activities. The amount to which the receptors are exposed (a function of concentration and duration of exposure) is the primary factor used to determine health risk (i.e., potential exposure to TAC emission levels that exceed applicable standards). Health-related risks associated with diesel-exhaust emissions are primarily linked to long-term exposure and the associated risk of contracting cancer.

In March 2015, the Office of Environmental Health Hazard Assessment (OEHHA) adopted revised guidelines that update previous guidance by incorporating advances in risk assessment with consideration of infants and children using Age Sensitivity Factors (ASF). The intent of the OEHHA 2015 guidance is to provide Health Risk Assessment (HRA) procedures for use in the Air Toxics Hot Spots Program or for the permitting of existing, new, or modified stationary sources. As the Project is

not part of the Air Toxics Hot Spots Program and is considered an urban infill mixed-use development consisting primarily of mobile and area sources (i.e., non-stationary sources), the OEHHA 2015 guidance is not directly applicable. OEHHA 2015 offers limited information on conducting a short-term HRA, but the guidance acknowledges the many inherent uncertainties that may occur, and it does not identify the types of short-term Projects or non-stationary Projects subject thereto. Further, the SCAQMD has not opined on the application of OEHHA 2015 guidance to development Projects such as the Project.

The use of diesel-powered construction equipment would be temporary and episodic. The duration of exposure would be short and exhaust from construction equipment dissipates rapidly. Current methodology for conducting health risk assessments is associated with long term exposure periods (9, 30, and 70 years). Therefore, short-term construction activities (such as the Project's 11-month construction process) would not be expected to generate a significant health risk. Furthermore, the Project Site is approximately 0.60 acres. Generally, construction for Projects contained in a site of such size represent less than significant health risks due to limitations in how many pieces of diesel equipment are able to operate on the site. Project construction would also be subject to California regulations limiting the idling of heavy-duty construction equipment to no more than five (5) minutes, which would further reduce nearby sensitive receptors' exposure to temporary and variable DPM emissions.[12] For these reasons, DPM generated by construction activities would not expose sensitive receptors to substantial amounts of air toxics and these impacts would be less than significant.

Mitigation Measure: No mitigation measures are required.

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

Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
☐	☐	☒	☐

The SCAQMD CEQA Air Quality Handbook (1993) identifies certain land uses as sources of odors. These land uses include agriculture (farming and livestock), wastewater treatment plants, food processing plants, chemical plants, composting facilities, refineries, landfills, dairies, and fiberglass

12 California Air Resources Board, *Frequently Asked Questions Regulation for In-Use Off-Road Diesel-Fueled (Off-Road Regulation)*, 2015. Available online at: https://ww3.arb.ca.gov/msprog/ordiesel/faq/idlepolicyfaq.pdf.

molding. The Project would not include any of the land uses that have been identified by the SCAQMD as odor sources.

Construction activities associated with the Project may generate detectable odors from heavy-duty equipment exhaust and architectural coatings. However, construction-related odors would be short-term in nature and cease upon Project completion. In addition, the Project would be required to comply with the California Code of Regulations, Title 13, sections 2449(d)(3) and 2485, which minimizes the idling time of construction equipment either by shutting it off when not in use or by reducing the time of idling to no more than five minutes. This would reduce the detectable odors from heavy-duty equipment exhaust. The Project would also be required to comply with the SCAQMD Rule 1113 – Architectural Coating, which would minimize odor impacts from ROG emissions during architectural coating. Any odor impacts to existing adjacent land uses would be short-term and not substantial. As such, the Project would not result in other emissions (such as those leading to odors) adversely affecting a substantial number of people. Impacts would be less than significant.

Mitigation Measure: No mitigation measures are required.

4. Biological Resources

a. Would the project have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?

Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
☐	☐	☐	☒

No Impact. The Project Site is located in a developed and urban area of the City that has been highly disturbed. According to the City's General Plan, there is limited to no natural habitat for special status species within the City. The existing Project Site is fully developed with two buildings, associated surface parking, and minimal ornamental landscaping along the southeastern and northeastern perimeters. Surrounding uses include industrial and residential uses. Because of these conditions, the Project Site does not provide any suitable habitat for special-status mammal, plant, and fish species. Thus, construction activities would not adversely impact candidate, sensitive, or special status species. Furthermore, Project operation would not adversely affect any candidate, sensitive, or special status

species. Based on the site's urban condition, no endangered, rare, threatened, or special status plant species (or associated habitats) or wildlife species designated by the United States Fish and Wildlife Service (USFWS), California Department of Fish and Wildlife (CDFW), or California Native Plant Society have the potential to occur on-site. Thus, no impacts would occur.

Mitigation Measures: No mitigation measures are required.

b. Would the project have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?

Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
☐	☐	☐	☒

No Impact. The existing Project Site is fully developed with two buildings, associated surface parking, and minimal ornamental landscaping along the southeastern and northeastern perimeters. According to the Open Space and Conservation Element of the City's General Plan, the City is completely urbanized with no river, riparian, or similar resources. As such, there are no local plans or policies related to riparian habitat or other sensitive natural communities. Therefore, the Project would not adversely affect riparian habitat or other sensitive natural communities, and no impacts would occur.

Mitigation Measures: No mitigation measures are required.

c. Would the project have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?

Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
☐	☐	☐	☒

No Impacts. According to the USFWS National Wetlands Inventory Mapper, there are no mapped wetlands within the Project Site.[13] As such, no impacts would result pertaining to state or federally protected wetlands.

Mitigation Measures: No mitigation measures are required.

d. Would the project interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?

Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
☐	☐	☐	☒

No Impact. The Project Site is located in a developed and urban area that has been highly disturbed. Surfaces on-site are mostly paved with concrete and asphalt. The Project Site functions as two industrial buildings with associated concrete surface parking and nominal landscaping and thus does not function as a wildlife corridor or nursery site. Further, implementation of the Project would not remove the existing trees or vegetation on-site. Therefore, the Project would not substantially interfere with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites, and no impacts would occur.

Mitigation Measure. No mitigation measures are required.

e. Would the project conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?

Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
☐	☐	☒	☐

13 United States Fish and Wildlife, "National Wetlands Inventory." Available online at: https://fwsprimary.wim.usgs.gov/wetlands/apps/wetlands-mapper/. Accessed January 23, 2023.

Less than Significant Impact. The City of Baldwin Park Municipal Code, Section 153.165 (Tree Preservation) of the City's Municipal Code, prohibits the removal of mature trees on private property without first obtaining a permit from the Tree Officer. The Project would remove multiple on-site trees along the southern perimeter of the Project Site. However, the Project Applicant would plant replacement trees along the same border of the Project Site. Pursuant to Section 153.165 of the City's Municipal Code, the Project Applicant would be required to apply for a tree removal permit with the City. This application would list the species name and size of the trees to be removed and replaced for the City's Tree Officer to review and approval. Upon approval from the City's Tree Officer and issuance of the City's tree permit, the Project's impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

f. Would the project conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?

Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
☐	☐	☐	☒

No Impact. The City has not adopted a Habitat Conservation Plan or Community Conservation Plan. Further, according to the *California Department of Fish and Wildlife's California Natural Community Conservation Map*, the City is not located within a regional Natural Community Conservation Plans or Habitat Conservation Plan.[14] Thus, the Project would not conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan, and no impacts would occur.

Mitigation Measures: No mitigation measures are required.

14 California Department of Fish and Wildlife, *California Natural Community Conservation Plans.* Available online at: https://nrm.dfg.ca.gov/FileHandler.ashx?DocumentID=68626&inline. Accessed January 23, 2023.

5. Cultural Resources

a. Would the project cause a substantial adverse change in the significance of a historical resource pursuant to *CEQA Guidelines* Section 15064.5?

Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
☐	☐	☒	☐

Less than Significant Impact. The existing Project Site includes two buildings located on parcels that are currently zoned by the City as Industrial. An initial consultation letter was sent to the South-Central Coastal Information Center (SCCIC) on March 7, 2023, to inquire if any state or federally designated historical resources identified either on-site or within the immediate vicinity of the Project Site. No responses from the SCCIC have been received as of the publication of this MND**.** The existing buildings do not exhibit the historical architectural themes or styles that are commonly provided in other historically preserved buildings and communities throughout the state (e.g., buildings that have mid-century modern architectural style). Further, according to the Office of Historic Preservation, the California Register of Historical Resources (CRHR)and the National Register of Historical Places (NRHP) do not identify historical resources on-site.[15] As such, the Project would not cause a substantial adverse change in the significance of a historical resource pursuant to *CEQA Guidelines* Section 15064.5, and impacts would be less than significant.

b. Would the project cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?

Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
☐	☒	☐	☐

Less than Significant Impact with Mitigation Incorporated. The existing Project Site is located in a developed and urban area that has been highly disturbed. Surfaces on-site are mostly paved with concrete and asphalt. As such, it is unlikely that accidental discovery of archeological resources would occur. However, construction activities associated with the Project would involve grading. In the event

15 Office of Historic Preservation, "Built Environment Resource Directory (BERD)." Available online: https://ohp.parks.ca.gov/?page_id=30338, accessed February 7, 2023.

that previously unidentified archaeological resources are encountered during these activities, the Project would be required to comply with **Mitigation Measure CUL-1**. **Mitigation Measure CUL-1** would ensure that work in the immediate area of a potential archaeological find is halted until an archaeologist evaluates the find and determines appropriate subsequent procedures. With implementation of **Mitigation Measure CUL-1**, impacts would be less than significant.

Mitigation Measures:

CUL-1 If previously unidentified cultural resources are encountered during ground disturbing activities, work in the immediate area must halt and a qualified archaeologist approved by the City and retained by the Project Applicant must be contacted immediately to evaluate the find. If the discovery proves to be significant under CEQA, the qualified archaeologist shall expeditiously prepare and implement a research design and archaeological data recovery plan that captures those categories of data for which the site is significant in accordance with Section 15064.5 of the *CEQA Guidelines.*

c. Would the project disturb any human remains, including those interred outside of formal ceremonies?

Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
☐	☐	☒	☐

Less than Significant. No dedicated cemetery exists on the Project Site or in the vicinity of the Project. As the Project Site has been subject to past subsurface disturbance associated with grading and foundations; it is not anticipated that intact human remains would be encountered during construction activities. However, in the event that human remains are encountered, those remains would require proper treatment, in accordance with the with State of California Health and Safety Code Section 7050.5. As required by State law, the requirements and procedures set forth in Section 5097.98 of the California Public Resources Code would also be implemented. Adherence to existing State laws would reduce impacts to less than significant levels.

Mitigation Measures: No mitigation measures are required.

6. Energy

a. Would the project result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?

Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
☐	☐	☒	☐

Less than Significant Impact. Southern California Edison (SCE) provides electrical services to Baldwin Park through State-regulated public utility contracts.[16] The Southern California Gas Company (SoCal Gas) provides natural gas services to the Project Area.[17]

Construction

Construction activities associated with the Project would consume electricity on a limited basis to power lighting, electrical equipment, and supply and convey water for dust control. Electricity would be supplied to the Project Site from existing electrical lines that connect to the Project Site. The electricity demand at any given time would vary throughout the construction period based on the construction activities being performed and would cease upon completion of construction. Electricity use from construction would be short-term, limited to working hours, used for necessary construction-related activities, and represent a small fraction of the Project's annual operational electricity.

Typically, construction activities do not involve the consumption of natural gas. As such, natural gas would not be supplied to support Project construction activities and there would be no expected demand generated by construction of the Project. If natural gas is used during construction, it would be in limited amounts and on a temporary basis and would specifically be used to replace or offset diesel-fueled equipment and as such would not result in substantial on-going demand.

Construction activities associated with the Project would use gasoline and/or diesel-powered equipment and/or vehicles for demolition and hauling activities. However, the Project Applicant

16 Southern California Edison, "Our Service Territory." Available online at https://www.sce.com/about-us/who-we-are/leadership/our-service-territory. Accessed January 27, 2023.

17 Southern California Gas Company, "Map Showing Local Service Zones of Southern California Gas Company." Available online at: https://www.socalgas.com/1443739946153/Detailed-description-of-Local-Service-Zones.pdf. Accessed February 6, 2023.

would use fuel-efficient equipment consistent with State and federal regulations, such as the fuel efficiency regulations outlined in Title 24, Assembly Bill 32 (AB 32), which regulates energy resources and fuel consumption and California Code of Regulations, Title 13, sections 2449(d)(3) and 2485, which minimizes the idling time of construction equipment either by shutting it off when not in use or by reducing the time of idling to no more than five minutes.

Construction equipment would be maintained to applicable standards, and construction activities and associated fuel consumption and energy use would be temporary and typical of construction sites. It is also reasonable to assume contractors would avoid wasteful, inefficient, and unnecessary fuel consumption during construction to reduce construction costs. Therefore, construction activities associated with the Project would not involve the inefficient, wasteful, and unnecessary use of energy during construction, and the construction-phase impact related to energy consumption would be less than significant.

Operation

The proposed soccer training facility would include an indoor soccer field, a gym room, meeting room, kitchen, and office. These features would result in energy consumption. The Project would also include a total of three water fountains and two restrooms on-site. Accordingly, energy would also be consumed during Project operations related to water usage and solid waste disposal. The Project must comply with the mandatory requirements set forth in the California Green Building Standards Code (CALGreen Green Code) related to energy efficiency, water efficiency and conservation, and material conservation and resource efficiency for new non-residential buildings.

Energy would also be consumed as a result of vehicle trips. Thus, Project operations would result in an increase in the consumption of petroleum-based fuels related to vehicular travel to and from the Project Site. The majority of the vehicle fleet that would be used by employees and visitors of the proposed soccer training facility and would consist of light-duty automobiles and light-duty trucks, which are subject to state fuel efficiency standards, such as the Low Carbon Fuel Standard (LCFS) and Low-Emission Vehicle Program Standards. The Low Carbon Fuel Standard, in part, aims to reduce fuel consumption and providers of transportation fuels must demonstrate that the mix of fuels they supply for use in California meets the LCFS carbon intensity standards for each annual compliance period.

In conclusion, the Project would result in an increase in energy consumption in the form of electricity, water usage, waste disposal, and vehicle trips. Compliance with state-mandated regulations and standards would ensure the Project would not result in wasteful, inefficient, or unnecessary

consumption of energy resources during construction or operation and impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

b. Would the project conflict with or obstruct a state or local plan for renewable energy or energy efficiency?

Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
☐	☐	☒	☐

Less than Significant Impact. The Project would be designed in a manner that is consistent with relevant energy conservation plans designed to encourage development that results in the efficient use of energy resources. Per Chapter Four of *City to Baldwin Park Design Guidelines Manual* (April 2012), the Project would utilize photo sensitive off/on switches for exterior light fixtures and use energy-efficient Energy Star lighting fixture with low-voltage lighting.

The Health and Sustainability Element of the City's General Plan includes relevant energy-specific conservation plans specific to Baldwin Park. Specifically, Goal HS-7 of the Health and Sustainability Element aims to "reduce greenhouse gas emissions citywide by reducing energy use and reliance on fossil fuels."[18] As discussed above, the Project would comply with the CALGreen Code (2022) which ensures the use of energy efficient features for the proposed facility. As such, the Project would not conflict or obstruct any local or state plans for renewable energy or energy efficiency. For these reasons, this impact would be less than significant.

Mitigation Measures: No mitigation measures are required.

18 City of Baldwin Park, *Health and Sustainability Element,* April 1, 2015.

7. Geology and Soils

a. Would the project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:

i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.

Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
☐	☐	☐	☒

No Impact. The Alquist-Priolo Earthquake Fault Zoning Act was passed following the 1971 San Fernando earthquake. The Act regulates development in California near known active faults due to hazards associated with surface fault ruptures. Alquist-Priolo maps are distributed to affected cities, counties, and state agencies for their use in planning and controlling new construction. Areas within an Alquist-Priolo Earthquake Fault Zone require special studies to evaluate the potential for surface rupture to ensure that no structures intended for human occupancy are constructed across an active fault.

The Project Site is not located within a Alquist-Priolo Earthquake Fault Zone.[19] The nearest active fault is the Sierra Madre fault, located approximately 3.1 miles north of the Project Site.[20] Considering the distance to the nearest known active faults, the potential for surface fault rupture due to a known active fault is considered low. As such, impacts pertaining to potential fault rupture of a known earthquake fault would not occur.

Mitigation Measures: No mitigation measures are required.

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19 California Department of Conservation, "Earthquake Zones of Required Investigation." Available online at: https://maps.conservation.ca.gov/cgs/EQZApp/app/. Accessed on January 23, 2023.

20 United States Geological Survey, "Quaternary Fault and Fold Database of the United States." Available online at: https://www.usgs.gov/programs/earthquake-hazards/faults. Accessed on January 23, 2023.

ii. Strong seismic ground shaking?

Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
☐	☐	☒	☐

Less than Significant Impact. The Project Site is located in Southern California, which has several active seismic faults that subject people and structures to potential earthquake and seismic-related hazards. As such, the Project would be constructed in accordance with the 2022 California Building Code (CBC), which specifies the regulatory requirements for commercial, recreational, and industrial buildings related to resiliency to strong seismic ground shaking. Additionally, the Project would comply with the structural safety requirements outlined in Chapter 150 (Building Codes) of the City's Municipal Code. By complying with state and local regulations regarding structural safety, impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

iii. Seismic-related ground failure, including liquefaction?

Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
☐	☐	☐	☒

No Impact. Liquefaction is a seismic phenomenon in which loose, saturated, fine-grained granular soils behave similarly to a fluid when subjected to high-intensity ground shaking. Liquefaction occurs when three general conditions exist: (1) shallow groundwater; (2) low-density, fine, clean sandy soils; and (3) high intensity ground motion.

According to the California State Geoportal, the Project Site is not located within a liquefaction zone.[21] Additionally, no features of the Project would result in increased liquefaction potential. Thus, the Project would not directly or indirectly cause potential substantial adverse effects,

21 California State Geoportal, "CGS Seismic Hazards Program: Liquefaction Zones." Available online at: https://gis.data.ca.gov/datasets/b70a766a60ad4c0688babdd47497dbad_0/explore?location=34.097009%2C-117.992164%2C12.94, accessed January 22,2023.

including the risk of loss, injury, or death involving liquefaction or other seismic-related ground failure, and no impacts would occur.

Mitigation Measures: No mitigation measures are required.

iv. Landslides?

Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
☐	☐	☐	☒

No Impact. Landslides and other types of slope failures, such as lateral spreading, can result in areas with varying topography in the event of an earthquake. The topography of the Project Site is relatively flat with no significant slopes existing within its vicinity. Furthermore, the Project Site is not located within a designated landslide zone.[22] As such, landslide hazard is anticipated to be negligible, and impacts related to landslides would not occur.

Mitigation Measures: No mitigation measures are required.

b. Would the project result in substantial soil erosion or the loss of topsoil?

Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
☐	☐	☒	☐

Less than Significant Impact. Construction activities associated with the Project would result in ground surface disruption during site clearance, which would temporarily expose soils, allowing for possible erosion. The Project would be required to comply with federal, regional, and local regulations pertaining to soil erosion related-construction activity. As discussed in **Section 4.10**, **Hydrology and Water Quality**, the Project must comply with all applicable requirements contained therein to the City's Storm Water Quality Management Program per Section 52.12 (Control of Pollutants from Other Construction Activities) of the City's Municipal Code. Additionally, the Project Applicant must adhere to Section 52.13 (Control of Pollutants from New Development/Redevelopment Projects) of the City's

22 California Department of Conservation, "Landslide Inventory (Beta)." Available online at: https://maps.conservation.ca.gov/cgs/lsi/. Accessed January 2,2023.

Municipal Code and prepare a low impact development (LID) plan that outlines the appropriate Best Management Practices (BMPs) to be installed during construction that would reduce sediment transport via stormwater runoff during operation. Compliance with these local regulations would ensure that the Project would not result in substantial soil erosion or the loss of topsoil, and impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

c. Would the project be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?

Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
☐	☐	☒	☐

Less Than Significant Impact. Lateral spreading is a phenomenon in which surficial soil displaces along a shear zone that has formed within an underlying liquefied layer. The surficial blocks are transported downslope or in the direction of a free face, by earthquake and gravitational forces. The Project Site is relatively flat and does not include a free-facing slope in proximity of the site. Therefore, the potential for lateral spreading is considered very low.

Subsidence occurs when large amounts of groundwater have been withdrawn from certain types of rocks, such as fine-grained sediments. In California, large areas of land subsidence were first documented by United States Geological Survey (USGS) scientists in the first half of the 20th century. Most of this subsidence was a result of excessive groundwater pumping. The Project Site is not within a subsidence area according to the USGS.[23]

As stated, the Project Site is not located within a liquefaction zone, nor would the Project be prone to landslides. The Project would be subject to Chapter 150 of the City's Municipal Code and the CBC in order to minimize geologic hazards during a seismic event. Per Chapter 150 of the City's Municipal Code, the Project would prepare a geotechnical report to ensure slope stability on-site. The geotechnical report would be submitted the City's Building and Safety Division for review and approval. Thus, adherence to local and state regulations would ensure that the Project would not be located on a

23 U.S. Geological Survey, "Areas of Land Subsidence in California." Available online at: https://ca.water.usgs.gov/land_subsidence/california-subsidence-areas.html, accessed November 22, 2022.

geologic unit or soil that is unstable, or that would become unstable as a result of the Project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse. Less than significant impacts would occur.

Mitigation Measures: No mitigation measures are required.

d. Would the project be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?

Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
☐	☐	☒	☐

Less than Significant Impact. Expansive soils are defined as soils possessing clay particles that react to moisture changes by shrinking (when dry) or swelling (when wet). According to the United States Department of Agriculture (USDA), soils on-site are classified as "Urban land, commercial-Soboba complex," which generally consist of medium dense to dense sands and gravels. These materials have a low potential for soil expansion.[24] As such, impacts from soil expansion would be less than significant.

Mitigation Measures: No mitigation measures are required.

e. Would the project have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?

Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
☐	☐	☐	☒

No Impact. No septic tanks or alternative wastewater disposal systems would be constructed as part of the Project. Therefore, impacts related to soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems would not occur.

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24 United States Department of Agriculture, "Web Soil Survey." Available online at: https://websoilsurvey.sc.egov.usda.gov/App/WebSoilSurvey.aspx. Accessed February 6, 2023.

Mitigation Measures: No mitigation measures are required.

f. Would the project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
☐	☒	☐	☐

Less than Significant Impact with Mitigation Incorporated. Paleontological resources include fossil remains or traces of past life forms, including both vertebrate and invertebrate species, as well as plants. Paleontological resources are generally found within sedimentary rock formations.

As discussed above, the Project Site is located in a developed and urban area that has been highly disturbed. Surfaces on-site are mostly paved with concrete and asphalt. However, ground disturbing activities during construction could potentially impact undiscovered paleontological resources, which could be considered a significant impact. **Mitigation Measure GEO-1** would require all construction activities to halt in the event that a paleontological resource is encountered and require a qualified paleontologist to monitor construction activities and prepare a Paleontological Resource Mitigation Plan to address assessment and recovery of the resource. With the implementation of **Mitigation Measure GEO-1**, impacts related to the paleontological resources would be less than significant.

Mitigation Measures:

GEO-1 Ground disturbing activities associated with the Project shall be monitored by a qualified paleontologist. In the event paleontological resources are discovered all work shall be halted within 50 feet of the discovery and a Paleontological Resource Mitigation Plan shall be prepared by a qualified paleontologist to address assessment and recovery of the resource. A final report documenting any found resources, their recovery, and disposition shall be prepared in consultation with the Project Applicant, and a copy of the report shall be provided to the City of Baldwin Park Planning Division.

8. Greenhouse Gas Emissions

a. Would the project generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?

Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
☐	☐	☒	☐

Less than Significant Impact.

Thresholds of Significance

The SCAQMD released draft guidance regarding interim CEQA GHG significance thresholds. In December 2008, the SCAQMD adopted an interim 10,000 metric tons CO_2e ($MTCO_2e$) per year screening level threshold for stationary source/industrial Projects for which the SCAQMD is the lead agency. The SCAQMD continues to consider adoption of significance thresholds for non-industrial development Projects. The most recent proposal issued in September 2010 uses the following tiered approach to evaluate potential GHG impacts from various uses:

Tier 1: Determine if CEQA categorical exemptions are applicable. If not, move to Tier 2.

Tier 2: Consider whether or not the proposed Project is consistent with a locally adopted GHG reduction plan (i.e., a Climate Action Plan) that has gone through public hearings and CEQA review, that has an approved inventory, includes monitoring, etc. If not, move to Tier 3.

Tier 3: Consider whether the Project generates GHG emissions in excess of screening thresholds for individual land uses. The 10,000 $MTCO_2e$/year threshold for industrial uses would be recommended for use by all lead agencies. Under option 1, separate screening thresholds are proposed for residential projects (3,500 $MTCO_2e$/year), commercial projects (1,400 $MTCO_2e$/year), and mixed-use projects (3,000 $MTCO_2e$/year). Under option 2 a single numerical screening threshold of 3,000 $MTCO_2e$/year would be used for all non-industrial projects. If the Project generates emissions in excess of the applicable screening threshold, move to Tier 4.

Tier 4: Consider whether the Project generates GHG emissions in excess of applicable performance standards for the Project service population (population plus employment). The efficiency

targets were established based on the goal of AB 32 to reduce statewide GHG emissions to 1990 levels by 2020. The 2020 efficiency targets are 4.8 $MTCO_2e$ per service population for Project level analyses and 6.6 $MTCO_2e$ per service population for plan level analyses. If the Project generates emissions in excess of the applicable efficiency targets, move to Tier 5.

Tier 5: Consider the implementation of CEQA mitigation (including the purchase of GHG offsets) to reduce the Project efficiency target to Tier 4 levels.

The thresholds identified above are not adopted by the SCAQMD or distributed for widespread public review and comment, and the working group tasked with developing the thresholds has not met since September 2010. The future schedule and likelihood of threshold adoption is uncertain. However, for the purposes of illustrating the scope of the Project's increase of GHG emissions, this analysis utilizes the proposed 1,400 $MTCO_2e$/year draft threshold for commercial Projects (Tier 3). These draft thresholds have been utilized for illustrative purposes for numerous Projects in the City and throughout the Basin.

Project Impacts

GHG emissions were calculated in the same CalEEMod run used to determine the Project's criteria air pollutant emissions. Consistent with SCAQMD recommendations, construction emissions were amortized over a thirty-year period and added to the annual operational emissions to determine the Project's annual GHG emissions. Consistent with *CEQA Guidelines* Section 15064(h)(3), Project significance was determined based on the Project's consistency with an approved plan or mitigation program that provides specific requirements that will avoid or substantially lessen the cumulative problem within the geographic area of the Project. The relevant adopted regulatory plans include CARB's 2022 Scoping Plan, CALGreen, California Energy Code, SCAG's Connect SoCal Plan, and the City's General Plan.

Construction Emissions

For purposes of this analysis, it is estimated that the Project would be constructed in approximately 11 months with construction beginning in 2023 and Project operations commencing by mid-2024. This analysis assumes construction would be undertaken with the following primary construction phases: (1) Demolition (2) Grading, and (3) Building Construction.

With the use of CalEEMod, GHG emissions throughout Project construction were calculated from off-road equipment usage, hauling vehicles, delivery trips, and worker trips to and from the site. The total GHG construction emissions during 2023 and 2024 would be approximately 182 metric tons of carbon

dioxide equivalent (MT CO_2e). As GHG emissions impact from construction activities would occur over a relatively short time span, it would contribute a relatively small portion of the lifetime GHG emission impact of the Project. The total construction GHG emissions were divided by 30 years to determine an annual construction emission rate to be amortized over the Project's first 30 years of operations, consistent with SCAQMD recommendations. Amortized over a 30-year period, the Project is anticipated to emit approximately 6.07 metric tons of carbon dioxide per year (MT CO2e/year).

Operational Emissions

The operations of the Project would generate GHG emissions from the usage of electricity, natural gas, water, and generation of solid waste and wastewater. Emissions of operational GHGs are shown in **Table 6, Project Greenhouse Gas Emissions**. As shown, the GHG emissions generated by the Project would be approximately 206.06 CO_2e MTY.

As discussed previously, the SCAQD Draft Threshold (Tier 3) identified a screening threshold of 1,400 $MTCO_2e$/year for commercial-use projects. As the Project would generate approximately 206.06 MT CO2e/year, the Project would be below the SCAQMD's draft threshold. This quantified illustration of the Project's scope of GHG emissions is provided for informational purposes, and significance under CEQA is based on the Project's consistency with statewide and regional policies and plans to meet the state reduction goals set in AB 32 and SB 32, including CARB's 2022 Scoping Plan, SCAG's 2020 Connect SoCal RTP/SCS, and the City's General Plan.

Table 6
Project Greenhouse Gas Emissions

Emissions Source	Metric Tons of Carbon Dioxide Equivalent (per year)
Amortized Construction	6.07
Area Sources	0.48
Energy Sources	53.80
Mobile Sources	140.00
Waste Sources	2.00
Water Sources	3.71
Refrigerants	<0.01
Total GHG Emissions	**206.06**

Source: Impact Sciences, 2023. See Appendix A to this IS/MND for CalEEMod data.

Mitigation Measure: No mitigation measures are required.

b. Would the project conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases?

Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
☐	☐	☒	☐

Less than Significant Impact. A Project would have a significant impact with respect to GHG emissions and global climate change if it would substantially conflict with the provisions of Section 15064.4(b) of the *State CEQA Guidelines*.

Pursuant to Appendix G of the *CEQA Guidelines*, a significant GHG impact is identified if a Project could conflict with applicable GHG reduction plans, policies, or regulations. The relevant adopted regulatory plans and regulations include AB 32, SB 32, CARB's 2022 Scoping Plan, CALGreen Code, SCAG's 2020 Connect SoCal Plan, and the City's General Plan.

Consistency with Assembly Bill 32 & Senate Bill 32

The Project would be consistent with applicable statewide regulatory programs designed to reduce GHG emissions consistent with Assembly Bill 32 (AB 32) and Senate Bill 32 (SB 32). During construction, the Project will utilize equipment in compliance with CARB. Mobile sources during construction and operation would be subject to the requirements of California Assembly Bill 1493 (Pavley Standards), the Advanced Clean Cars Program, and the Low Carbon Fuel Standard Regulation. Additionally, the Project would be designed, constructed, and operated consistent with California Title 24 and CALGreen (2022). These regulations require Projects to comply with specific standards related to building energy efficiency and green building.

Consistency with the 2022 Scoping Plan for Achieving Carbon Neutrality

The Project would be consistent with CARB's 2022 Scoping Plan. In response to the passage of AB 1279 and the identification of the 2045 GHG reduction target, CARB published the 2022 Scoping Plan for Achieving Carbon Neutrality on November 16, 2022 and it was approved on December 15, 2022.[25] The

25 California Air Resources Board, *2022 Scoping Plan Documents, Notice of Decision*. Available online at: https://ww2.arb.ca.gov/sites/default/files/2022-12/2022-sp-appendix-b-notice-of-decision.pdf; accessed January 26, 2023.

2022 Scoping Plan lays out the sector-by-sector roadmap for California, the world's fifth largest economy, to achieve carbon neutrality by 2045 or earlier, outlining a technologically feasible, cost-effective, and equity-focused path to achieve the state's climate target. The 2022 Scoping Plan includes policies to achieve a significant reduction in fossil fuel combustion, further reductions in short-lived climate pollutants, support for sustainable development, increased action on natural and working lands (NWL) to reduce emissions and sequester carbon, and the capture and storage of carbon.

The 2022 Scoping Plan discusses the role of local governments in meeting the State's GHG reductions goals because local governments have jurisdiction and land use authority related to: community-scale planning and permitting processes, local codes and actions, outreach and education programs, and municipal operations. Furthermore, local governments may have the ability to incentivize renewable energy, energy efficiency, and water efficiency measures. As discussed in detail in Appendix D (Local Actions) of the 2022 Scoping Plan, local jurisdictions can do much to enable statewide priorities, such as taking local action to help the state develop the housing, transport systems, and other tools we all need. Indeed, state tools—such as the Cap-and-Trade Program or zero-emission vehicle programs—do not substitute for these local efforts. Multiple legal tools are open to local jurisdictions to support this approach, including development of a climate action plan (CAP), sustainability plan, or inclusion of a plan for reduction of GHG emissions and climate actions within a jurisdiction's general plan. Any of these can help to align zoning, permitting, and other local tools with climate action.

The Project would comply with all regulations adopted in furtherance of the Scoping Plan to the extent required by law and to the extent that they are applicable to the Project. Furthermore, the Project would be consistent with the Health and Sustainability Element of the City of Baldwin Park General Plan which supports local, regional, and statewide efforts to reduce emissions of GHGs. As a part of that policy, the General Plan describes Action HS-11.3 to analyze and mitigate increases in GHG emissions during development Project review, pursuant to CEQA. The Project would achieve the Health and Sustainability Element's goal by meeting the SCAQMD threshold for GHGs and achieving GHG reductions through Project design features, such as the Project's urban in-fill location and compliance with the California Green Building Standards Code (2022).

Consistency with SCAG RTP/SCS (2020 Connect SoCal Plan)

The State of California has adopted plans and policies designed to reduce regional and local GHG emissions. SB 375 requires that each MPO prepare an SCS in the RTP that demonstrates how the region will meet greenhouse gas emissions targets. SB 375 establishes a collaborative relationship between MPOs and CARB to establish GHG emissions targets for each region in the state. Under the guidance of the goals and objectives adopted by SCAG's Regional Council, the RTP/SCS was developed to

provide a blueprint to integrate land use and transportation strategies to help achieve a coordinated and balanced regional transportation system. The RTP/SCS represents the culmination of several years of work involving dozens of public agencies, 191 cities, hundreds of local, county, regional and state officials, the business community, environmental groups, as well as various nonprofit organizations. Adoption of the 2020 RTP/SCS substantiated that the growth forecasts for the SCAG region, taking into account efforts to reduce climate change impacts from GHG emissions, were consistent with the goals of SB 375.

The primary goal of the SCS is to provide a vision for future growth in southern California that will decrease per capita GHG emissions from passenger vehicles. However, the strategies contained in the SCS will produce benefits for the region far beyond simply reducing GHG emissions. The SCS integrates the transportation network and related strategies with an overall land use pattern that responds to projected growth, housing needs, changing demographics, and transportation demands. The regional vision of the SCS maximizes current voluntary local efforts that support the goals of SB 375. The SCS focuses the majority of new housing and job growth in high-quality transit areas and other opportunity areas on existing main streets, in downtowns, and on commercial corridors, resulting in an improved jobs-housing balance and more opportunity for transit-oriented development.

As discussed herein, the Project does not include the addition or removal of any housing and would not have the potential to alter the growth forecasts for the region. Furthermore, also discussed herein, the Project would generate fewer than 110 daily vehicle trips and would not result in potentially significant impacts with respect to vehicle miles traveled (VMT). Thus, the Project would not have the potential to substantively increase GHG emissions associated with motor vehicles beyond the forecasts identified in SCAG's RTP/SCS. Accordingly, the Project would be generally consistent with the objectives identified SCAG's 2020 RTP/SCS.

Conclusion

Given the Project's relatively small increase in GHG emissions (i.e., below the SCAQMD draft threshold), and the Project's consistency with all relevant adopted regulatory plans, the Project would not generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment. Moreover, the Project would not conflict with any applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases and these impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

9. Hazards and Hazardous Materials

a. Would the project create a significant hazard to the public or the environment through the routine transport, use or disposal of hazardous materials?

Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
☐	☐	☒	☐

Less than Significant Impact. Exposure of the public or the environment to hazardous materials could potentially occur through improper handling or use of hazardous materials or hazardous wastes during routine use, disposal, and/or transport of hazardous materials. The severity of these potential effects varies with the activity conducted, the concentration and type of hazardous materials or wastes present, and the proximity of sensitive receptors.

Operating as a soccer facility, the Project would not involve the handling, use or transport of hazardous materials or hazardous wastes. However, limited amounts of some hazardous materials could be used in the short-term construction phase of the Project and could expose construction workers and the general public, including standard construction materials (e.g., paints and solvents), vehicle fuel, and other hazardous materials. In the event of a release of hazardous material the Project would be required to notify the following State agencies under the following State statutes, respectively:

- Department of the California Highway Patrol: California Vehicle Code Section 23112.5;
- Office of Emergency Services and the California Public Utilities Commission: Public Utilities Code Section 7673, (PUC General Orders #22-B, 161);
- State Fire Marshal: Government Code Sections 51018
- Office Emergency Services: Water Codes Sections 13271, 13272; and
- Division of Occupational Safety and Health (Cal/OSHA): California Labor Code Section 6409.1 (b)10.

Furthermore, the Project Applicant would adhere to the requirements set forth in Section 153.140.030 (Hazardous Materials and Wastes) of the City's Municipal Code for discharging hazardous materials. With compliance to state and local regulations, impacts related to the routine transport, use or disposal of hazardous materials would be less than significant.

Mitigation Measures: No mitigation measures are required.

b. Would the project create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?

Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
☐	☒	☐	☐

Less than Significant with Mitigation Incorporated. The Project involves the demolition of an existing industrial building located at 14424 Joanbridge Street, the merge of two adjacent properties, and repurposing an existing building on one property into a sports facility that would span over both properties.

Project operations would not contribute to conditions that could cause a reasonably foreseeable release in hazardous materials. Construction equipment utilized during construction activities associated with the Project could result in accidental release of hazardous substances such as petroleum-based fuels or hydraulic fluid used for construction equipment. However, the level of risk associated with this type of accidental release of hazardous substances is not considered significant due to the small volume and low concentration of hazardous materials utilized during construction.

According to the State Water Resources Control Board (SWRCB) and the Department of Toxic Substances Control (DTSC), there are no reported cases of soil, soil vapor, or groundwater contamination on-site.[26,27] However, the existing building located at 14424 Joanbridge Street was constructed prior to the year 1965.[28] Given its approximate age, there is potential for asbestos-containing materials (ACMs) and lead-based paint (LBP), as well as other potential hazardous materials to be present in association with the building materials of this structure. As such, demolition of this structure could potentially expose construction personnel to ACMs or LBPs. Demolition activities that could potentially result in the release of ACMs or LBPs would be required to be conducted in accordance with the U.S. EPA's National Emission Standards for Hazardous Air

26 State Water Resources Control Board, "Geotracker." Available online at: https://geotracker.waterboards.ca.gov/. Accessed January 24, 2023.

27 Department of Toxic Substances Control. "Envirostor." Available online at: https://www.envirostor.dtsc.ca.gov/public/search.asp?cmd=search&reporttype=CORTESE&site_type=CSITES,OPEN,FUDS,CLOSE&status=ACT,BKLG,COM&reporttitle=HAZARDOUS+WASTE+AND+SUBSTANCES+SITE+LIST. Accessed January 24, 2023.

28 Historic Aerials. *14424 Joansbridge Street Aerials-1965*. Available online at: https://www.historicaerials.com/viewer. Accessed January 24, 2023.

Pollutants. These standards mandate that building owners conduct an asbestos survey to determine the presence of ACMs prior to the commencement of any remedial work, including demolition. Thus, **Mitigation Measure HAZ-1** would require abatement of any ACMs found on-site. Additionally, as required under **Mitigation Measure HAZ-2**, if paint is separated from building materials (chemically or physically) during demolition of the structure, the paint waste would be required to be evaluated independently from the building material by a qualified Environmental Professional. If LBP is found, abatement by a qualified Lead Specialist is required prior to any activities that would create lead dust or fume hazard. Compliance with **Mitigation Measures HAZ-1** and **HAZ-2** would reduce potential impacts to less than significant levels.

Mitigation Measures:

HAZ-1 Prior to issuance of a demolition permit, the Project Applicant shall retain a qualified specialist to conduct surveys and determine the presence or absence of asbestos containing-materials (ACMs) within the existing build located at 14424 Joanbridge Street. Surveys shall be submitted to the City of Baldwin Park Building and Safety for approval. In the event that ACMs are identified, abatement of asbestos shall be completed prior to any activities that would disturb ACMs or create an airborne asbestos hazard. Abatement activities shall include the removal and disposal of all asbestos within the structure to be demolished. Asbestos removal shall be performed by a certified contractor in accordance with South Coast Air Quality Management District (SCAQMD) Rule 1403. Per SCAQMD Rule 1403, asbestos and ACMs removed from the Project Site shall be disposed of at an appropriate facility, such as the Azusa Land Reclamation Company Landfill, located 1211 West Gladstone Street in the City of Azusa.

HAZ-2 In the event that paint is separated from building materials (chemically or physically) during demolition of the on-site structure, the paint waste shall be evaluated independently from the building material by a qualified Environmental Professional retained by the Project Applicant. Evaluation materials shall be submitted to the City of Baldwin Park Building and Safety for approval. If lead-based paint (LBP) is discovered, LBP abatement shall be completed by a qualified Lead Specialist prior to any activities that would create lead dust or fume hazard. Abatement activities shall include the removal and disposal of the existing LBPs on-site. LBP removal and disposal shall be performed in accordance with California Code of Regulation Title 8, Section 1532.1, which identifies the exposure limits, exposure monitoring and respiratory protection for workers exposed to lead. Contractors performing lead-based

paint removal and disposal shall provide evidence of abatement activities to the City of Baldwin Park Building and Safety Division.

c. Would the project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?

Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
☐	☐	☒	☐

Less than Significant Impact. The nearest existing school to the Project Site is Margaret Heath Elementary School, located approximately 0.18 miles southwest of the Project Site at 14321 School Street. Given the number of industrial uses within the Project Area, it is unlikely that a new school would be sited within the immediate vicinity of the Project Site. As discussed above, handling and disposal of hazardous materials is anticipated to be minimal and would be conducted in compliance with existing federal and state regulations. The proposed demolition of the existing building located at 14424 Joanbridge Street may result in the accidental release of ACMs and LBPs. However, due to distance and the number of intervening structures between the school and the Project Site, accidental exposure to the school is not anticipated. Project compliance with federal and state regulations would ensure these impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

d. Would the project be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?

Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
☐	☐	☐	☒

No Impact. Government Code §65962.5 requires the Department of Toxic Substances Control (DTSC), the State Department of Health Services, the SWRCB, and the California Integrated Waste Management Board to compile and annually update lists of hazardous waste sites and land designated as hazardous

waste property throughout the state. The Project Site is not listed pursuant to Government Code §65962.5.[29] As such, no impacts would occur.

Mitigation Measures: No mitigation measures are required.

e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?

Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
☐	☐	☐	☒

No Impact. The nearest airport to the Project Site is the San Gabriel Valley Airport (formerly known as the El Monte Airport), located approximately 4.28 miles southwest of the Project Site. The Project Site is not located within the San Gabriel Valley Airport's safety zone area including the runway protection zone.[30] Further, the proposed redevelopment would meet the City's design standards for maximum building height (see **Section 11**, **Land Use and Planning**) and would not cause a hazard to flights. As such, the Project would not result in a safety hazard or excessive noise for people residing or working in the Project area and no impacts would occur.

Mitigation Measures: No mitigation measures are required.

f. Would the project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
☐	☐	☒	☐

Less than Significant Impact. Project operations would increase the potential need for emergency access to and from the Project Site. However, the Project would not impair implementation or

29 California Environmental Protection Agency, "Cortese List Data Resources." Available online at: https://calepa.ca.gov/sitecleanup/corteselist/, accessed January 24, 2023.

30 San Gabriel Valley Airport, "Airport Layout Plan Drawing Set." Available online at: https://planning.lacounty.gov/assets/upl/project/aluc_elmonte-plan.pdf. Accessed January 24, 2023.

physically interfere with any adopted emergency response or evacuation plans. The City of Baldwin Park has an emergency response plan called the *Baldwin Park Multi-Hazard Functional Plan* (2002), which identifies City planning responses to emergency situations, such as fire, earthquake, flooding and more. The emergency response plan also designated evacuation routes for various types of hazards.

The Project would provide a code-compliant fire truck lane for the Los Angeles County Fire Department (LACFD). Additionally, no off-site roadway improvements are proposed that would interfere with emergency access, response times, or impede circulation of emergency vehicles on surrounding roadways. Further, the City of Baldwin Park and the LACFD would review Project site plans to ensure that adequate access for the proposed buildings is provided for emergency vehicles. Upon approval of these site plans, impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

g. Would the project expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?

Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
☐	☐	☐	☒

No Impact. The Project Site is not located within a High Fire Hazard Severity Zone or Very High Fire Hazard Severity Zone as identified by the California Office of Emergency Services.[31] As such, implementation of the Project is not likely to expose people or structures to a significant risk of loss, injury, or death involving wildland fires; therefore, no impacts would occur.

Mitigation Measures: No mitigation measures are required.

31 Cal Fire, "Very High Fire Hazard Severity Zones in LRA." Available online at: https://osfm.fire.ca.gov/media/7280/losangelescounty.pdf. Adopted September, 2011.

10. Hydrology and Water Quality

a. Would the project violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?

Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
☐	☐	☒	☐

Less than Significant Impact. Section 402 of the Clean Water Act (CWA) includes regulations established by the U.S. EPA under the National Pollutant Discharge Elimination System (NPDES) program to control direct stormwater discharges. In the State of California, the SWRCB administers the NPDES permitting program and is responsible for developing NPDES permitting requirements. The NPDES program regulates industrial pollutant discharges, which include construction activities. The SWRCB works in coordination with the Regional Water Quality Control Boards (RWQCB) to preserve, protect, enhance, and restore water quality. The City of Baldwin Park is located within the jurisdiction of the Los Angeles Regional Water Quality Control Boards (LARWQCB). Under the NPDES program, construction activities that disturb more than one acre of land would be required to obtain a Construction General Permit. The City owns and/or operates a large municipal separate storm sewer system (MS4) that conveys and ultimately discharges into surface waters under the jurisdiction of the LARWQCB. These discharges originate as surface runoff from the various land uses within the City.

Construction activities associated with the Project would involve demolition and grading disturbances that would disturb less than one acre of land. As a result, waste discharge would occur and may consist of oil and grease, trash, heavy metals and pathogens as well as other pollutants. Further, construction activities associated with the Project have the potential to degrade water quality through the exposure of surface runoff (primarily rainfall) to exposed soils, dust, and other debris, as well as from runoff from construction equipment. Because Project construction activities would disturb less than one acre, the Project would not be required to obtain coverage under the NPDES Construction General Permit. The Project would be required to comply with Section 52.12 (Control of Pollutants from Other Construction Activities) of the Municipal Code and comply with all applicable requirements contained in the City's Storm Water Quality Management Program. Furthermore, construction activities associated with the Project would be subject to the requirements of LARWQCB Order No. R4-2012-0175, NPDES No. CAS004001, effective December 28, 2012, Waste Discharge Requirements for Municipal Separate Storm Sewer System (MS4) Discharges within the Coastal Watersheds of Los Angeles County (the Los Angeles County MS4 Permit), which controls the quality of runoff entering

municipal storm drains in Los Angeles County. Section VI.D.8 of the Los Angeles County MS4 Permit, Development Construction Program, requires permittees (which include the City) to enforce implementation of Best Management Practices (BMPs), including, but not limited to, approval of an Erosion and Sediment Control Plan (ESCP) for all construction activities within their jurisdiction.[32] SCPs are required to include the elements of a Stormwater Pollution Prevention Plan (SWPPP). Accordingly, the construction contractor for the Project would be required to implement BMPs that would meet or exceed local, State, and federal mandated guidelines for stormwater treatment to control erosion and to protect the quality of surface water runoff during the construction period. BMPs utilized could include, without limitation: disposing of waste in accordance with all applicable laws and regulations; cleaning up leaks, drips, and spills immediately; conducting street sweeping during construction activities; limiting the amount of soil exposed at any given time; covering trucks; keeping construction equipment in good working order; and installing sediment filters during construction activities. Therefore, potential water quality impacts during construction of the Project would be less than significant. With respect to water quality during operation of the Project, Los Angeles County and all incorporated cities within Los Angeles County (except the City of Long Beach) are permittees under the Los Angeles County MS4 Permit. Section VI.D.7 of the Los Angeles County MS4 Permit, Planning and Land Development Program, is applicable to, among others, land-disturbing activities that result in the creation or addition or replacement of 5,000 square feet or more of impervious surface area on an already developed site, which would apply to the Project. This Program requires, among other things, that the Project runoff volume from the following be retained on-site: (a) the 0.75 inch, 24-hour rain event; or (b) the 85th percentile, 24-hour rain event, as determined from the Los Angeles County 85th percentile precipitation isohyetal map, whichever is greater. The Project would also be subject to the BMP requirements of the Standard Urban Storm Water Mitigation Plan (SUSMP) adopted by LARWQCB. As a permittee, the City is responsible for implementing the requirements of the County-wide SUSMP within its boundaries. A Project-specific SUSMP would be implemented during the operation of the Project. In compliance with the Los Angeles County MS4 Permit and SUSMP requirements, the Project would be required to retain, treat and/or filter stormwater runoff through biofiltration before it enters the City stormwater drain system. The system incorporated into the Project must follow design requirements set forth in the MS4 permit and must be approved by the City. Adherence to the requirements of the MS4 Permit and SUSMP would ensure that potential impacts associated with water quality would be less than significant. With appropriate Project design and

[32] California Regional Water Quality Control Board – Los Angeles Region, MS4 Discharges within the Coastal Watersheds of Los Angeles County Except those Discharges Originating from the City of Long Beach MS4, Order No. R4-2012-0175, as amended by Order WQ 2015-0075, NPDES No. CAS004001, page 116 et seq.

compliance with the applicable federal, State, local regulations, and permit provisions, impacts of the Project related to stormwater runoff quality would be less than significant.

Mitigation Measures: No mitigation measures are required.

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

Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
☐	☐	☒	☐

Less than Significant Impact. Currently, the Project Site is mostly paved with concrete and asphalt. As such, the Project Site is mostly impervious, and the site's impervious area under the Project would be similar to existing conditions. Thus, Project implementation would not result in new impervious surfaces that could increase stormwater runoff and lead to a decrease in the amount of water recharged to the groundwater system within the confines of the 0.6-acre Project Site. Furthermore, the Project Site is relatively small in size, and the Project Design would include pervious landscaped areas along the perimeters of the site. Thus, Project is not anticipated to substantially deplete groundwater supplies or impede sustainable groundwater management of the basin. Impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

c. Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner, which would:

i. Result in substantial erosion or siltation on-or off-site?

Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
☐	☐	☒	☐

Less than Significant Impact. The Project Site is located in a developed and urban area that has been highly disturbed. Soil disturbance would temporarily occur during Project construction due

to trenching for soil compaction and minimal excavation and grading activities. As such, disturbed soils would be susceptible to high rates of erosion from wind and rain, resulting in sediment transport via stormwater runoff from the Project Site. However, as stated above, the Project would be required to comply with Section 52.12 of the City's Municipal Code and would adhere to the City's Storm Water Quality Management Program. Per Section 52.13 of the City's Municipal Code, the Project Applicant would be required to prepare a LID plan that outlines the appropriate BMPs to be installed during construction that would reduce sediment transport via stormwater runoff during operations. Compliance with these local regulations would reduce impacts related to erosion and siltation on-or-off site to less than significant levels.

Mitigation Measures: No mitigation measures are required.

ii. Result in flooding on-or off-site?

Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
☐	☐	☒	☐

Less than Significant Impact. According to the Federal Emergency Management Agency's Flood Map Service Center, the Project Site is not located within a 100-year flood hazard area.[33] The Project would collect on-site stormwater runoff on the Project Site in accordance with LARWQCB's SUSMP. Further, the Project would be required to comply with Section 52.12 of the City's Municipal Code and would adhere to the City's Storm Water Quality Management Program to meet local design standards and discharge requirements. It is not anticipated that the Project would increase surface runoff in a manner that would result in on- or off-site flooding. Thus, impacts are anticipated to be less than significant.

Mitigation Measures: No mitigation measures are required.

33 Federal Emergency Management Agency, Flood Rate Insurance Map # 06037C1700F. Available online at: https://msc.fema.gov/portal/home. Accessed January 27, 2023.

iii. Create or contribute runoff water, which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?

Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
☐	☐	☒	☐

Less than Significant Impact. As stated, Project implementation would not result in an increase in impervious area. The stormwater system under the Project would discharge on-site stormwater in accordance with the City's Municipal code and the SUSMP. Therefore, the development is not expected to exceed the capacity of the existing/planned stormwater drainage systems, and less than significant impacts would occur.

Mitigation Measures: No mitigation measures are required.

iv. Impede or redirect flood flows?

Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
☐	☐	☐	☒

No Impact. As stated, the Project Site is located outside of a 100-year flood hazard area and is located within an area identified as having little chance of flooding. Moreover, the Project is not of a size or scale that would have the potential to impede or redirect flood flows. Therefore, no impacts would occur.

Mitigation Measures: No mitigation measures are required.

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

Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
☐	☐	☐	☒

No Impact. As stated above, the Project Site is not located within a 100-year flood hazard area.[34] The Project Site is located approximately 27.20 miles east of the Pacific Ocean, and, according to the California Department of Conservation, is located at a sufficient distance so as not to be subject to potential tsunami hazards.[35]

The Project Site is located approximately 0.57 miles southeast of the Santa Fe Dam and reservoir. According to the Safety Element of the General Plan, the Project Site is located in an area that could potentially experience up to 12 inches of flooding in the event of dam failure. However, as discussed above, the Project would not increase the existing impervious surfaces on-site, nor would it introduce any new components that would result in the release of stormwater pollutants. Additionally, according to the California Department of Water Resources, the Project Site is not located within a designated dam inundation area.[36] Therefore, the Project would not result in the release of pollutants in a flood hazard, tsunami, or seiche zones due to inundation, and no impacts would occur.

Mitigation Measures: No mitigation measures are required.

e. Would the project conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?

Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
☐	☐	☐	☒

No Impact. The Basin Plan for the Coastal Watersheds of Los Angeles and Ventura Counties (Basin Plan) establishes the water quality regulations and programs to implement the regulations for the Los Angeles and Ventura counties. The Basin Plan identifies beneficial uses for surface and ground waters, identifies narrative and numerical water quality objectives for regional attainment, and describes implementation programs and other necessary actions to achieve water quality objectives. The Project would implement a SUSMP that would adhere to the Basin Plan's requirements for BMPs. As such, the

34 Federal Emergency Management Agency, "Flood Rate Insurance Map # 06037C1700F." Available online at: https://msc.fema.gov/portal/home. Accessed January 27, 2023.

35 California Department of Conservation, "Los Angeles County Tsunami Hazard Areas." Available online at: https://www.conservation.ca.gov/cgs/tsunami/maps/los-angeles. Accessed January 27, 2023.

36 California Department of Water Resources, "California Dam Breach Inundation Maps." Available online at: https://fmds.water.ca.gov/maps/damim/. Accessed January 24, 2023.

Project would not conflict or obstruct implementation of a water quality control plan, and no impacts would occur.

Mitigation Measures: No mitigation measures are required.

11. Land Use and Planning

a. Would the project physically divide an established community?

Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
☐	☐	☐	☒

No Impact. The Project would merge two existing properties zoned as Industrial as one property/lot for Industrial-Commercial uses. The Project would serve the community overall by providing local recreational facilities for nearby neighborhoods. The Project would not introduce any new factors that could physically divide an established community, such as constructing a major highways/roadway, storm channel, bridge, or utility transmissions. Therefore, no impacts would occur.

Mitigation Measures: No mitigation measures are required.

b. Would the project cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?

Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
☐	☐	☒	☐

Less than Significant.

City of Baldwin Park General Plan

The Project proposes an amendment to the City's General Plan that would re-designate both lots on 14412 and 14424 Joanbridge Street from General Industrial to a Commercial/Industrial land use designation. According to the City's General Plan, the Commercial/Industrial land use designation permits commercial, light manufacturing, and office uses in both business park settings and as individually developed lots. The maximum permitted floor-to-area ratio (FAR) under this land use

designation is 1.0. The Project would include a total of 7,032 square feet of building area on a 26,244-square foot site and thus, would have a 0.268 FAR.[37] Thus, the Project would not exceed the City's maximum FAR requirement.

Table 7, Project Consistency with Applicable General Plan Land Use Element Policies, analyzes the Project's consistency with applicable goals and policies in the General Plan Land Use Elements. As shown, the Project would be consistent with all applicable General Plan policies.

Table 7
Project Consistency with Applicable General Plan Land Use Element Policies

Relevant Policy	Project Consistency Analysis
Goal 2.0: Accommodate new development that is compatible with and complements existing conforming land uses.	
Policy 2.5: Require that multi-family, commercial and industrial development provide adequate buffers (such as decorative walls and landscaped setbacks) at the designated boundaries with adjacent uses to prevent impacts on residences due to noise, traffic, parking, light and glare, and differences in scale; to ensure privacy; and to provide visual compatibility.	**Consistent.** The Project would include a six-foot-high concrete masonry wall along the southern perimeter of the Project Site as a buffer between the soccer facility/associated parking and the adjacent residential uses.
Policy 2.6: Require that the external lighting of commercial and industrial properties be confined to the site to avoid adverse impacts on adjacent land uses due to light spillover or glare.	**Consistent.** The Project would comply with the City's Design Guidelines and submit a lighting plan that outlines the location of each proposed lighting fixture on-site. The Project would comply with City standards and orient outdoor lighting to face downwards. Furthermore, implementation of **Mitigation Measure AES-1** would ensure the Project would not result in light spillover onto adjacent land uses.
Policy 2.7: Require that automobile and truck access to commercial and industrial properties adjacent to residential parcels be located the maximum practical distance from the residential parcel.	**Consistent**. The Project would utilize the two existing driveways on-site. These driveways are located along Joanbridge Street, the farthest location from the residences to the south.
Goal 7.0: Apply new Commercial/Industrial designation to allow a broader range of non-industrial uses and utilize redevelopment authority to provide necessary infrastructure improvements to facilitate industrial transition to office park environment. Also, increase code enforcement efforts to create a better eastern "gateway" image into the City off Ramona Boulevard.	
Policy 7.4: Require adequate on-site parking and circulation of developments so that roadways serving these projects can better serve traffic demands. Site review requirements should discourage on-street parking.	**Consistent.** The Project would not introduce new on-street parking spaces in the area. Further the Project designs would provide an adequate number of parking spaces upon issuance of a CUP.
Goal 17.0: Encourage development of low-scale, low-intensity commercial and industrial uses that do not require easy freeway access and that are oriented primarily toward serving the local resident and business populations.	**Consistent.** The Project involves the development of a soccer facility and would be located approximately 1.30 miles east of the nearest highway (I-605). It is anticipated that many of the patrons of the Project would be located in the Baldwin Park area and the Project would not attract a high number of long-distance trips requiring easy freeway access.

37 Section 153.220.070 of the City of Baldwin Municipal Code defines floor area as "The total horizontal floor area of all the floors of a building included within the surrounding walls, exclusive of vents, shafts, courts, elevators, stairways, porches, patios, terraces and similar facilities."

Relevant Policy	Project Consistency Analysis
Goal 18.0: Minimize the impact of new development on regional water quality.	
Policy 18.1: Evaluate development projects for compliance with NPDES requirements, aiming toward reducing pollutant loads in stormwater runoff, minimizing impervious surface areas, and minimizing peak flows.	**Consistent**. As discussed in **Section 10**, **Hydrology and Water Quality**, the Project would comply with NPDES requirements and implement a SUSMP. The SUSMP would outline the BMPs that the Project would implement as a method if reducing stormwater runoff and pollutants on-site.

Source: City of Baldwin Park General Plan, Land Use Element. Dated 2002.

City of Baldwin Park Municipal Code

Under the Project, a zone change would be requested that would convert the Project Site's current Industrial zone to an Industrial Commercial zone. Under Section 153.050.020 (Use Regulations) of the City's Municipal Code, office spaces (for business) are an acceptable use for an Industrial Commercial zone. According to Section 153.050.020, indoor and outdoor recreational facilities would be an acceptable use, upon the issuance of a CUP. Prior to this issuance, the Project site plan of design would be reviewed and considered by the City as part of the Project Application submitted by the proponent. In accordance with the *City to Baldwin Park Design Guidelines Manual* (April 2012), the Project's site plan, as well as its associated landscape plan and architectural plan would be submitted to the City's Planning Division for approval and review. Furthermore, the Project would be required to comply with development standards outlined in Section 153.130 (Site Planning And General Development Standards) of the City's Municipal Code for all structures within the City.

Thus, the Project would be consistent with the City's Municipal Code and impacts would be less than significant impact.

In conclusion, the Project would be consistent with the relevant policies and standards under the City's General Plan and Municipal Code for development in Industrial-Commercial zones. Therefore, the Project would not conflict with any local land use plan, policy, or regulation, and impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

12. Mineral Resources

a. Would the project result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?

Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
☐	☐	☐	☒

No Impact. According to the California Department of Conservation, Division of Mine Reclamation, there are no active mines within the City.[38] Although there are regional known mineral resources in San Gabriel Valley (including Portland Cement Concrete-Grade Aggregate and sand and gravel resource areas), the Project Site is not located within an area that is known to contain regionally significant mineral resources.[39] Thus, no impacts would occur.

Mitigation Measures: No mitigation measures are required.

b. Would the project result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?

Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
☐	☐	☐	☒

No Impact. The Project would not result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan. No impacts would occur.

Mitigation Measures: No mitigation measures are required.

38 California Department of Conservation, "Mines Online." Available online at: https://maps.conservation.ca.gov/mol/index.html, accessed on January 16, 2022.

39 California Department of Conservation, "Updated Aggregate Resource Sector Map for Portland Cement Concrete-Grade Aggregate in the San Gabriel Valley Production District, Los Angeles California." 2010.

13. Noise

a. Will the project result in generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?

Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
☐	☐	☒	☐

Less Than Significant Impact.

Applicable Plans and Policies

Title 24, California Code of Regulations

The California Noise Insulation Standards of 1988 (California Code of Regulations Title 24, Section 3501 et seq.) require that interior noise levels from the exterior sources not exceed 45 dBA Ldn/community noise equivalent level (CNEL) in any habitable room of a multi-residential use facility (e.g., hotels, motels, dormitories, long-term care facilities, and apartment houses and other dwellings, except detached single-family dwellings) with doors and windows closed. Where exterior noise levels exceed 60 dBA CNEL/Ldn, an acoustical analysis is required to show that the building construction achieves an interior noise level of 45 dBA CNEL/Ldn or less.

City of Baldwin Park General Plan Noise Element

The Noise Element of the General Plan is a comprehensive program for including noise management in the planning process, providing a tool for planners to use in achieving and maintaining land uses that are compatible with existing and future environmental noise levels. The Noise Element follows guidelines in the State Government Code Section 65301 (f) and Section 46050.1 of the Health and Safety Code. It quantifies the community noise environment by establishing noise exposure contours for both near-and long-term levels of growth and noise-generating activity. This information guides development of goals and policies to achieve noise compatible land uses and identifies baseline noise levels and sources to help local noise ordinance enforcement.[40] As development proposals are

40 City of Baldwin Park, *General Plan Noise Element*, 2020. Available online at: https://www.baldwinpark.com/docssidemenu/community-development/planning/general-plan-individual-elements/1945-noise/file, accessed October 30, 2023.

reviewed in the future, the City and County will evaluate each proposal with respect to the Noise Element to ensure that noise impacts are reduced through planning and project design. Through implementation of the policies and programs of the Noise Element, current and future adverse noise impacts will be reduced or avoided to protect the general health, safety, and welfare of the community.

The most basic planning strategy to minimize adverse impacts on new land uses due to noise is to avoid designating sensitive land uses in areas that are subject to high levels of noise. Uses such as schools, hospitals, childcare, senior care, congregate care, churches, and all types of residential use should be located outside of any area anticipated to exceed acceptable noise levels as defined by the Noise and Land Use Compatibility Guidelines or should be protected from noise through sound attenuation measures such as site and architectural design and sound walls. Noise and land use incompatibilities can be avoided for new developments when noise is properly considered in the planning, design, and permitting of a project. The City aims to prevent future land use/ noise conflicts through the planning and approval process.

Applicable goals and policies from the General Plan Noise Element are listed below.

Goal 1.0 Incorporate noise considerations into land use planning decisions.

Policy 1.1 Use the noise/land use compatibility standards as a guide for future planning and development decisions.

Policy 1.2 Require noise-reduction techniques in site planning, architectural design, and construction where noise reduction is necessary. Provide noise control measures such as berms, walls, and sound attenuating construction in areas of new construction.

Policy 1.3 Promote acceptable noise levels near schools, hospitals, convalescent homes, and other noise-sensitive areas.

Policy 1.4 Establish targeted limits of noise for various land uses throughout the community.

Goal 2.0 Minimize noise spillover from commercial and industrial uses into nearby residential neighborhoods.

Policy 2.1 Enforce the 65db(A) State standard for exterior noise levels for all commercial uses.

Policy 2.2 Require that automobile and truck access to commercial properties located adjacent to residential parcels be located at the maximum practical distance from the residential parcel.

Policy 2.3 Require that landscaped buffers be created between a commercial or mixed-use structure and an adjoining residential parcel.

Table 8
City of Baldwin Park Interior and Exterior Noise Standards

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

Note:
1. CNEL: Community Noise Equivalent Level. Leq (12): The A-weighted equivalent sound level averaged over a 12-hour period (usually the hours of operations).
2. Indoor standard with windows closed. Mechanical ventilation shall be provided per UBC requirements to provide. A habitable environment.
3. Indoor environment excluding bathrooms, toilets, closets and corridors.
4. Outdoor environment limited to rear yard of single-family homes, multi-family patios and balconies (with a depth of 6' or more) and common recreation areas.
5. Outdoor environment limited to playground areas, picnic areas, and other areas of frequent human use
Source: City of Baldwin Park Noise Element, 2020; Title 24, California Code of Regulations

City of Baldwin Park Municipal Code

Section 153.140.070 of the City of Baldwin Park Municipal Code (BPMC) provides exterior noise standards within the City, which are applicable to the Project:

Standards applicable to all zones. The regulations in this section aim to prohibit unnecessary, excessive and annoying noises from all sources, as certain noise levels are detrimental to the health and welfare of individuals. The standards apply to all land uses in all zones unless otherwise specified.

Noise measurements. Noise shall be measured with a sound level meter that meets the standards of the American National Standards Institute (ANSI Section S1.4-1979, Type 1 or Type 2). The unit of measure shall be designated as a decibel (dBA). Noise levels shall be measured in dBA at the property line of the receptor property, and at least 4 feet above the ground and 5 feet from the nearest structure or wall. Where a boundary or wall exists, the measurement shall be made on the receptor property. A calibration check shall be made of the instrument at the time any noise measurement is made.

Exterior noise standard. No person shall create or allow the creation of noise that causes the exterior noise level to exceed the noise standards presented below in **Table 9, City of Baldwin Park Noise Standards.**

Table 9
City of Baldwin Park Noise Standards

Zone	Time	Allowable Noise Level (dbA)
Residential	7 A.M – 7 P.M. (Day)	55
Residential	7 P.M – 10 P.M.(Evening)	50
Residential	10 P.M. – 7 A.M.(Night)	45
Commercial	7 A.M. – 10 P.M. (Day and Evening)	65
Commercial	7 P.M. – 7 A.M. (Night)	55
Industrial	Anytime	65

Source: BPMC, 2022.

130.37 Special Noise Sources

Construction of buildings and projects. It is unlawful for any person within a residential zone, or within a radius of 500 feet therefrom, to operate equipment or perform any outside construction or repair work on buildings, structures, or projects or to operate any piledriver, power shovel, pneumatic hammer, derrick, power hoist, or any other construction type device (between the hours of 7:00 p.m. of one day and 7:00 a.m. of the next day) in such a manner that a reasonable person of normal sensitiveness residing in the area is caused discomfort or annoyance unless beforehand a permit

therefor has been duly obtained from the Department of Public Works. No permit shall be required to perform emergency work as defined in § 130.31.

Existing Conditions

Measured Ambient Noise Levels

To establish baseline noise conditions, existing noise levels were monitored at two locations in the vicinity of the Project Site. The locations of where the noise measurements were taken are depicted in **Figure 4, Noise Monitoring and Sensitive Receptor Location Map**. The noise survey was conducted in January 2023 using the Larson Davis SoundTrack LxT (Type 1) sound level meter, which conforms to industry standards set forth in ANSI S1.4-1983 (R2006) – Specification for Sound Level Meters/Type 1 and is consistent with the sound level meter definition established in the BPMC. This instrument was calibrated and operated according to the manufacturer's written specifications. At the measurement sites, the microphone was placed at a height of approximately five feet above grade. The results of the measurements are summarized in **Table 10, Existing Noise Levels in the Vicinity of the Project Site**. As shown in **Table 12**, the ambient noise levels ranged from 62.4 dBA Leq to 64.3 dBA Leq in the vicinity the Project Site.

Table 10
Existing Noise Levels in the Vicinity of the Project Site

Noise Monitoring Locations	Primary Noise Sources	Noise Levels (dBA)		
		Leq	Lmin	Lmax
1. Residences South of the Project Site	Vehicle Traffic, Neighborhood Activity	64.3	40.7	83.5
2. Project Site	Frequent Vehicle Traffic	62.4	45.2	77.9

Source: Impact Sciences, Inc., January 2023. See Appendix B to this IS/MND.

Construction Impacts

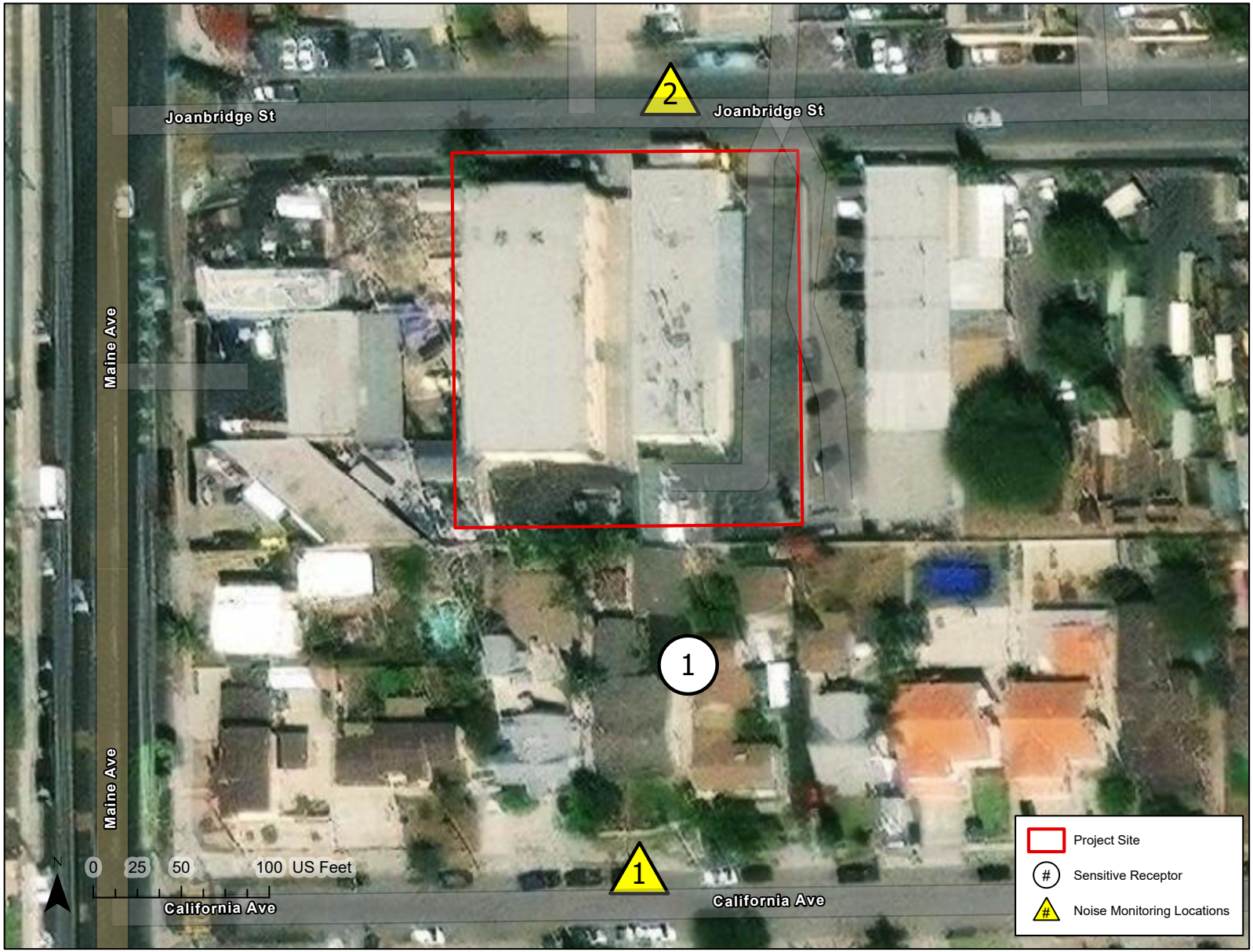
Construction of the Project would require the use of heavy equipment for demolition, grading/site preparation, installation of utilities, building fabrication, and finishing. Construction activities would also involve the use of smaller power tools, generators, and other sources of noise. During each stage of construction, several types of equipment potentially could be operating concurrently, and noise levels would vary based on the amount of equipment in operation and the location of the activity. The

Federal Highway Administration's (FHWA) Roadway Construction Noise Model (RCNM) has compiled data regarding the noise-generating characteristics of specific types of construction equipment and typical construction activities.

Noise-sensitive land uses are generally considered to include those uses where noise exposure could result in health-related risks to individuals, as well as places where quiet is an essential element of their intended purpose. Residential dwellings are of primary concern because of the potential for increased and prolonged exposure of individuals to both interior and exterior noise levels. Additional land uses such as parks, historic sites, cemeteries, and recreation areas are considered sensitive to increases in exterior noise levels. Schools, churches, hotels, libraries, and other places where low interior noise levels are essential are also considered noise-sensitive land uses. The closest noise-sensitive receptors to the Project Site include adjacent residential uses to the south (see **Figure 4, Noise Monitoring and Sensitive Receptor Location Map)**.

With the use of the RCNM, as detailed in **Appendix B** to this IS/MND,[41] the construction noise levels forecasted for the sensitive receptors are presented in **Table 11, Estimated Exterior Construction Noise at Sensitive Receptors.** Noise levels would diminish notably with distance from the construction site at a rate of 6 dBA per doubling of distance (noise from stationary or point sources is reduced by about 6 dBA for every doubling of distance at acoustically hard locations). For example, a noise level of 86 dBA L_{eq} measured at 50 feet from the noise source to the receptor would decline to 80 dBA L_{eq} at 100 feet from the source to the receptor and fall by another 6 dBA L_{eq} to 74 dBA L_{eq} at 200 feet from the source to the receptor. These noise attenuation rates assume a flat and unobstructed distance between the noise generator and the receptor. Intervening structures and vegetation would further attenuate (reduce) the noise. Furthermore, it should be noted that increases in noise levels at sensitive receptors during construction would be intermittent and temporary and would not generate continuously high noise levels. In addition, the construction noise experienced at sensitive receptors during the initial periods of construction (i.e., demolition and grading) typically would be reduced in the later construction periods (i.e., interior building construction). As the structure is built, the noise from interior construction work would be reduced at off-site locations because the proposed structure would break the line-of-sight noise transmission from the interior construction areas to the exterior areas of sensitive receptors.

41 Project construction noise levels were calculated based on the Project's anticipated mix of construction equipment with the FHWA RCNM Version 1.1.



SOURCE: Esri 2023

FIGURE **4**

IMPACT SCIENCES

Noise Monitoring and Sensitive Receptor Locations

1489.001•01/23

Table 11
Estimated Exterior Construction Noise at Sensitive Receptors

Sensitive Land Uses	Distance to Project Site (feet)	Estimated Peak Construction Noise Levels (dBA 1-Hour Leq)	Exceed FTA 90 dBA 1-Hour Leq Criteria?
1. Residential uses to the South	Adjacent	86.8	No

[a] *See **Figure 4** (Noise Monitoring and Sensitive Receptor Location Map).*
[b] *See **Appendix B** to this IS/MND for details associated with equipment and distance assumptions for each phase of construction. This table summarizes the highest noise level during any of the construction phases.*
Source: Impact Sciences, Inc., January 2023. See **Appendix B** *to this IS/MND.*

The City does not have specific limitation on construction noise levels. Instead, construction noise is regulated by limiting construction activity to the less noise sensitive daytime hours. Specifically, as stated previously, Section 130.37 of the BPMC states no person within a residential zone, or within a radius of 500 feet therefrom, to operate equipment or perform any outside construction or repair work on buildings, structures, or projects or to operate any piledriver, power shovel, pneumatic hammer, derrick, power hoist, or any other construction type device (between the hours of 7:00 p.m. of one day and 7:00 a.m. of the next day) in such a manner that a reasonable person of normal sensitiveness residing in the area is caused discomfort or annoyance unless beforehand a permit therefor has been duly obtained from the Department of Public Works. As the Project would comply with the daytime construction hours established in the BPMC, this analysis also uses the FTA's general construction noise criteria of 90 dBA Leq (1-hour)[42] to provide additional context for the Project's potential to generate daytime construction noise impacts. In addition to the FTA guidance, this approach is also consistent with many jurisdictions within the State including Beverly Hills, Fresno, Pasadena, and Caltrans which use absolute (fixed) construction noise thresholds.[43]

While construction activity would increase noise levels in the vicinity of the Project Site (see **Table 12**), the Project's construction activities would not exceed the FTA's general construction noise criteria of 90 dBA Leq (1-hour) at any sensitive receptors. Furthermore, Project construction would not occur during restricted periods, and thus, the Project would be consistent with the criteria set forth in the

42 FTA, *Transit Noise and Vibration Impact Assessment Manual*, Table 7-2 (General Assessment Construction Noise Criteria), September 2018.

43 City of Beverly Hills Municipal Code Section 5-1-205; City of Fresno Municipal Code Section 10-109; City of Pasadena Municipal Code Chapter 9.36.07; Caltrans Traffic Noise Analysis Protocol Chapter 3.2.

City's Municipal Code. As such, construction noise impacts would be less than significant, and no mitigation is required.

Operational Impacts

Parking Noise

Various noise events would occur periodically from the Project's parking uses. Such periodic events would include activation of car alarms, sounding of car horns, slamming of car doors, engine revs, and tire squeals. Automobile movements would comprise the most continuous noise source and would generate a noise level of approximately 65 dBA at a distance of 25 feet. Car alarm and horn noise events generate sound levels as high as 75 dBA at a reference distance of 25 feet, however these noise sources would be sporadic. It should also be noted that the existing urban environment of the Project Site currently generates noise levels associated with parking and vehicular noise sources identified above. Although the Project would increase the number of vehicles parking in the area, the types of noise would be similar to those currently occurring in the vicinity of the Project Site. While periodic noise levels from car alarms, horns, slamming of doors, etc., would increase as a result of the Project, these events would not occur consistently over a 24-hour period and thus would not have the potential to increase ambient noise levels at off-site locations by 5 dBA CNEL or more, nor exceed the City's exterior noise standards at off-site locations. As such, noise impacts from the parking areas would be considered less than significant.

Stationary Noise Sources

As part of the Project, new mechanical equipment, HVAC units, and exhaust fans could be installed on the roof or near the proposed new structures. Although the operation of this equipment would generate noise, the design of these on-site HVAC units and exhaust fans would be required to comply with the regulations of the BPMC. Specifically, Section 153.140.070 of the BPMC states:

> *E.* ***Encolosed Equipment.*** *Utilization of compressors or other equipment, including, but not limited, to vents, ducts and conduits, but excluding window or wall-mounted air-conditioners, which are located outside of the exterior walls of any building, shall be enclosed within a permanent, noncombustible, view-obscuring enclosure to ensure that the equipment will not emit noise in excess of the ANSI standards.*

In addition to these requirements, the Project will screen mechanical equipment as feasible and necessary to meet City noise standards. As such, compliance with Section 153.140.070 of the BPMC would ensure noise from stationary sources would be less than significant.

Exterior Soccer Noise

The Project includes four outdoor soccer fields on the rooftop of the proposed parking garage (second level). The soccer fields would introduce new sources of noise from people playing soccer, people talking/coaching/cheering, whistles, and other related activities. In order to assess the Project's noise compatibility with the Project area, noise measurements at a similar soccer center operation were conducted. Specifically, two 15-minute noise measurements were conducted at the Lab Five Soccer Facility in Pacoima which includes eight outdoor soccer fields of similar size, type, and operations as proposed under the Project. During the noise measurements, the following activities were observed: soccer games/activities on 8 of 8 fields, people talking/coaching/cheering, music, car horns and parking-related activities. One measurement was conducted during daytime hours (7:00 A.M. to 7:00 P.M.) and one measurement was conducted during evening hours (7:00P.M. to 10:00 P.M.). These hours were selected to reflect the Project's proposed operational hours of 4:00 P.M. to 10:00 P.M. Monday through Friday, 9:00 A.M. to 6:00 P.M. Saturdays and 8:00 A.M to 2:00 P.M. Sundays. The results of the noise measurements are presented in **Table 12, Exterior Soccer Noise Levels**, and the noise monitoring data sheets are provided in Appendix B to this IS/MND.

Table 12
Exterior Soccer Noise Levels

Location	Time	Measured Noise Level (dBA-Leq)
15' from the Soccer Fields	Daytime (7 A.M. – 7 P.M.)	64.2
15' from the Soccer Fields	Evening (7P.M. – 10 P.M.)	60.5

*Source: Impact Sciences, January 2023. See **Appendix B** to this IS/MND.*

As demonstrated in **Table 14**, the proposed exterior soccer noise levels would not exceed the daytime or evening exterior noise standards established in the City's Noise Element or

Section 153.140.070 of the Municipal Code. See **Tables 10** and **11** previously which identify a maximum 65 dBA allowable noise level for commercial and industrial zones. Furthermore, with respect to the adjacent residential zone to the south of the Project Site, the proposed exterior soccer noise levels (64.2 dBA-Leq) would not be greater than the ambient noise levels measured. See **Table 12** provided previously which demonstrates existing noise levels for the residences to the south of the Project Site are 64.3 dBA-Leq. For these reasons, the Project would not introduce incompatible noise sources to the area and impacts with respect to exterior soccer noise would be less than significant.

Mitigation Measures: No mitigation measures are required.

b. Would the project generate excessive groundborne vibration or groundborne noise levels?

Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
☐	☐	☒	☐

Less than Significant Impact.

Section 153.140.090 of the City's Municipal Code states vibration may disturb the conduct of certain activities and create discomfort for some individuals. To minimize the disturbance and inconvenience from vibrations, no person or use shall create, maintain or cause ground vibration that is discernable without the aid of instruments to a person of normal sensitivity at any point on a property that is adjacent to the property of the vibration source. The ground vibration caused by moving vehicles, trains, aircraft or temporary construction or demolition is exempted. Furthermore, it should be noted the Project would be consistent with Section 130.37 of the BPMC (Special Noise Sources—Construction and Building), which regulates construction activity in the City. While this section of the BPMC is applicable to construction noise, it would also ensure any annoyance impacts related to construction vibration would not occur during sensitive hours. Therefore, the Project would be constructed in accordance with all applicable provisions of the BPMC and vibration impacts with respect to human annoyance would be less than significant. The following analysis provides an assessment regarding the Project's potential to cause vibration-related damage to nearby structures.

The FTA provides ground-born vibration impact criteria with respect to building damage during construction activities. PPV, expressed in inches per second, is used to measure building vibration damage. Construction vibration damage criteria are assessed based on structural category (e.g., reinforced-concrete, steel, or timber). FTA guidelines consider 0.2 inch/sec PPV to be the significant impact level for non-engineered timber and masonry buildings. Structures or buildings constructed of reinforced concrete, steel, or timber have a vibration damage criterion of 0.5 inch/sec PPV pursuant to FTA guidelines.[44]

Using the parameters described previously for the construction noise analysis, construction vibration levels at nearby sensitive receptors were calculated and are shown below in **Table 13, Vibration Levels at Off-Site Sensitive Uses from Project Construction.**

44 Federal Transit Administration, *Transit Noise and Vibration Impact Assessment Manual*, September 2018.

Table 13
Vibration Levels at Off-Site Sensitive Uses from Project Construction

Sensitive Uses Off-Site[a]	Distance to Project Site (ft.)	Receptor Significance Threshold PPV (in./sec)	Estimated PPV (in/sec)
1. Adjacent residences to the south	Adjacent	0.5	0.191

[a] *See **Figure 4** (Noise Monitoring and Sensitive Receptor Location Map).*
[b] *While the Project includes construction activity up to the property lines of adjacent receptors, this analysis assumes that not all equipment would operate closer than 15 feet from the residential uses during peak activities.*
Source: Impact Sciences, Inc., January 2023. See Appendix A to this IS/MND.

The vibration velocities predicted to occur at the nearest sensitive receptors adjacent to the Project Site would be 0.191 in/sec PPV. These nearby structures are constructed of reinforced concrete, steel, or timber which have a vibration damage criterion of 0.5 inch/sec PPV pursuant to FTA guidelines. As shown in **Table 12**, Project construction vibration levels would not have the potential to exceed this standard and this impact would be less than significant.

c. For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?

Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
☐	☐	☐	☒

No Impact.

The Project Site is not located within the vicinity of a private airstrip or an airport land use plan and is not located within 2 miles of a public airport or public-use airport. The nearest airport to the Project Site is the San Gabriel Valley Airport (formerly known as the El Monte Airport), located approximately 4.28 miles southwest of the Project Site. Therefore, no impacts with respect to airstrip or airport related noise would occur and no further analysis is required.

Mitigation Measures: No mitigation measures are required.

14. Population and Housing

a. Would the project induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?

Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
☐	☐	☒	☐

Less than Significant Impact. A Project could induce population growth in an area either directly, through the development of new businesses, or indirectly, through the extension of roads or other infrastructure. The Project does not include the addition or removal of housing and thus would have no direct impact on population and housing forecasts for the area. Although the Project would increase employment in the area, it is anticipated that employees of the Project would primarily consist of existing residents in the Baldwin Park area and the Project would not result in a high number of employees permanently relocating to the region. Estimating the number of future employees who may choose to relocate to the City would be highly speculative, since many factors influence personal housing location decisions (e.g., family income levels and the cost and availability of suitable housing in the local area). Nevertheless, in an effort to present a worst-case population growth scenario, this analysis assumes the Project would employ 8 full-time employees, all of whom would permanently relocate to the City.

Based on the City's average household size of 4 persons, the Project could result in a maximum population increase of approximately 32 persons.[45] As of 2022, the City has an estimated population of 72,057 persons.[46] The SCAG growth forecasts estimate the City's population to reach 81,700 persons by the year 2040, representing a total increase of 9,643 persons.[47] The Project's potential maximum increase of 32 persons would represent less than one percent of the City's projected increase in population between the years 2022 and 2040. Thus, the potential increase in population resulting from

45 California Department of Finance, Demographic Research Unit, "E-5 Population and Housing Estimates for Cities, Counties, and the State, January 2021-2022, with 2020 Benchmark." May 2022.

46 California Department of Finance Demographic Research Unit, "E-5 Population and Housing Estimates for Cities, Counties, and the State, January 2021-2022, with 2020 Benchmark." May 2022.

47 Southern California Association of Governments, *2025-2040 RTP/SCS Technical Report,* Demographics and Growth Forecast, September 3, 2020. Available online at: https://scag.ca.gov/sites/main/files/file-attachments/0903fconnectsocal_demographics-and-growth-forecast.pdf?1606001579. Accessed January 27, 2023.

the Project would be nominal. Therefore, the Project would not induce substantial unplanned population growth in an area, either directly or indirectly, and impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

b. Would the project displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?

Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
☐	☐	☐	☒

No Impact. The Project Site is currently developed with two industrial/commercial buildings on two adjacent properties, and associated parking and landscaping. No housing exists on-site. Therefore, the Project would not displace existing people or housing, and no impacts would occur.

Mitigation Measures: No mitigation measures are required.

15. Public Services

a. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:

i. Fire Protection?

Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
☐	☐	☒	☐

Less than Significant Impact. The City of Baldwin Park is contracted with the LACFD for fire protection/emergency services. The East Regional Operations Bureau serves Baldwin Park and reports to the Chief Deputy of Emergency Operations, and includes Division 2, 4, 8, and 9, representing 76 fire stations serving communities within the east side of Los Angeles County.

Division 2 of the LACFD serves the City of Baldwin Park. The nearest LACFD fire station to the Project Site is Station No. 46, located 0.96 miles east of the Project Site at 15546 Arrow Highway in the City of Irwindale.

As discussed in **Section 14**, **Population and Housing**, the Project would result in an increase in employees within the City. However, this increase would be nominal. q The Project proposes to designate paths for LACFD fire trucks and hoses, and the Project Applicant would submit all plans to the LACFD for review and approval prior to obtaining any permits. Furthermore, the Project would be subject to Section 150.225 (Adoption) of the City's Municipal Code, which adopts by reference the 2020 Edition of the Los Angeles County Fire Code and the 2022 Edition of the California Fire Code, which includes site access requirements and fire safety precautions (e.g., fire alarms, sprinkler systems, hydrants, and fire flow requirements). Therefore, impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

ii. Police protection?

Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
☐	☐	☒	☐

Less than Significant Impact. The City of Baldwin Park Police Department (BPD) provides law enforcement services to the City, including the Project Site. The BPD has implemented multiple community outreach programs to provide communication and accessibility between the Police Department and the community.[48] Headquarters for the BPD are located approximately 1.32 miles south of the Project Site at 14403 Pacific Avenue.

The Project is not expected to result in a substantial increase in population compared to existing conditions. The Project would maintain the existing on-site driveways along Joanbridge Street to provide vehicular access to the Project Site. Upon site plan review and approval, the Project Site would meet the LACFD's fire access requirements, and thus, would also provide adequate emergency access for the BPD. Further, construction activities associated with the Project would be required to comply with the 2022 California Building Code, specifically Chapter 33 (Safeguards During Construction), which includes emergency access requirements minimizing site safety

48 City of Baldwin Park, *City of Baldwin Park General Plan*, 2002.

hazards and potential construction-related impacts to police services. Thus, the Project would not result in the need for new or physically altered police protection facilities, the construction of which could cause significant environmental impacts, and would not adversely impact service ratios, response times of the BPD. A less than significant impact would occur.

Mitigation Measures: No mitigation measures are required.

iii. Schools?

Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
☐	☐	☒	☐

Less than Significant Impact. The Baldwin Park Unified School District (BPUSD or District) provides educational services to the City of Baldwin Park. The BPUSD currently has 13 elementary schools, 4 middle/junior high schools, and 3 high schools located within the District boundaries.[49] An Adult Transition program and an Adult Community Education program are also offered by BPUSD. The nearest BPUSD school to the Project Site is Margaret Heath Elementary School, located approximately 0.18 miles southwest of the Project Site at 14321 School Street.

As stated, the Project would not induce a substantial increase in population on-site. As a soccer training facility, the Project would not generate new students and would not require the expansion of school facilities. Additionally, the Project would be subject to Government Code Section 65996, which requires new developments to pay school impact fees to mitigate any impacts of the development on school services. Therefore, less than significant impacts would occur.

Mitigation Measures: No mitigation measures are required.

iv. Parks?

Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
☐	☐	☐	☒

49 Baldwin Park Unified School District, "Parent Information." Available online at: https://www.bpusd.net/apps/pages/parents. Accessed January 25, 2023.

No Impact. The City of Baldwin Park Recreation Department oversees and facilitates the existing public parks and recreational facilities within the City. The nearest City park to the Project Site is Morgan Park, located approximately 1.30 miles southwest of the Project Site at 4100 Baldwin Park Boulevard. It should also be noted that the Project Site is located approximately 0.65 miles south of the Santa Fe Dam Recreation Area, located in the City of Irwindale at 15501 Arrow Highway. Further, the Project provides a recreational space for children and would serve to supplement existing recreational spaces. As stated previously, the Project would not induce a substantial increase in population and is not anticipated to generate substantive additional demands for parkland or other recreational facilities. As such, less than significant impacts would occur.

Mitigation Measures: No mitigation measures are required.

v. Other public facilities?

Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
☐	☐	☒	☐

Less than Significant Impact. The City of Baldwin Park is served by the Baldwin Park Library (BPL). The BPL serves a branch of the Los Angeles County library system and offers a variety of services for children and teens.[50] The BPL is located approximately 1.21 southwest of the Project Site at 4181 Baldwin Park Boulevard. As stated above, the Project is not expected to result in a substantial increase in population compared to existing conditions. Thus, the Project is not expected to result in an additional demand for library services. Therefore, less than significant impacts would occur.

Mitigation Measures: No mitigation measures are required.

50 Los Angeles County Public Library, "Baldwin Park Library." Available online at: https://lacountylibrary.org/baldwin-park-library/. Accessed January 25, 2023.

16. Recreation

a. Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?

Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
☐	☐	☒	☐

Less than Significant Impact. As stated in **Section 15**, **Public Services**, the nearest recreational facility to the Project Site is the Santa Fe Dam Recreation Area, located approximately 0.65 miles north of the Project Site. Further, as stated above, the Project provides recreational use for children and would supplement existing recreational facilities in the City. The Project would not result in a substantial increase in demand for parks or any recreational facilities. Accordingly, less than significant impacts would occur .

Mitigation Measures: No mitigation measures are required.

b. Does the project include recreational facilities or require the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment?

Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
☐	☐	☐	☒

No Impact. The Project would involve the redevelopment of an existing industrial structure into a new soccer training facility. The proposed development would not result in adverse physical impacts to the environment. Rather, the Project would alleviate the City's demand for local recreational facilities. Therefore, no impacts would occur.

Mitigation Measures: No mitigation measures are required.

17. Transportation

a. Would the project conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?

Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
☐	☐	☐	☒

No Impact.

Bicycle Facilities

Joanbridge Street is the roadway adjacent to the Project Site. As a two-lane roadway, Joanbridge Street is not currently striped with designated with bicycle lanes. There are no existing or planned bicycle facilities within the immediate vicinity of the Project Site. According to the Circulation Element of the City's General Plan, the nearest existing or planned bicycle facility is a planned Class II bicycle lane located along Baldwin Park Boulevard, approximately 0.30 miles west of the Project Site. The Project would not involve any off-site improvements, and construction activities and equipment would be maintained on-site.

Transit Systems

Transit services in the City are provided by Metrolink and Foothill Transit. The Metrolink rails that service the City include the Metrolink San Bernadino line that passes through the Baldwin Park Metrolink station, located approximately 1.32 miles south of the Project Site at 3825 Downing Avenue.[51] The Foothill Transit Routes 172, 190, 272, 488, and 490 service the City, with a Route 490 bus stop located approximately 0.10-miles northwest at the intersection of Arrow Highway and Maine Avenue.[52]

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51 Metrolink, "Regional System Map- Free/ Special Rate/ Pay Transfer." Available online at: https://metrolinktrains.com/globalassets/maps/metrolink-map---all-connections.pdf. Accessed January 25, 2023.

52 Foothill Transit, "492: El Monte Station – Arcadia – Montclair Transit Center via Arrow Hwy Map and Schedule." Available online at: http://foothilltransit.org/line/492/. Accessed January 25, 2023.

Analysis

Given the distance of existing bus stops, railway stops, and planned bicycle lanes from the Project Site, construction and operations of the Project would not result in impacts to the Project Area's existing transit and bicycle network. Additionally, the Project would not introduce new walkways or pedestrian facilities on-site, nor would the Project remove any existing pedestrian facilities. Further, construction activities and operations associated with the Project would not result in any off-site improvements or physically alter the existing sidewalk located along the northern perimeter of the Project Site. Lastly, the Project would be consistent with standards including Section 150.140 (Adoption) of the Municipal Code, which adopts the 2022 California Building Code standards and regulations related to access and circulation. Therefore, the Project would not conflict with any program plan, ordinance, or policy addressing the Project Area's existing transit, pedestrian and bicycle network, and no impacts would occur.

Mitigation Measures: No mitigation measures are required.

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

Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
☐	☐	☒	☐

Less than Significant Impact.

CEQA Guidelines Section 15064.3 states:

> *(a) Purpose. This section describes specific considerations for evaluating a project's transportation impacts. Generally, vehicle miles traveled is the most appropriate measure of transportation impacts. For the purposes of this section, "vehicle miles traveled" refers to the amount and distance of automobile travel attributable to a project. Other relevant considerations may include the effects of the project on transit and non-motorized travel. Except as provided in subdivision (b)(2) below (regarding roadway capacity), a project's effect on automobile delay shall not constitute a significant environmental impact.*
>
> *(b) Criteria for Analyzing Transportation Impacts.*
>
> *(1) Land Use Projects. Vehicle miles traveled exceeding an applicable threshold of significance may indicate a significant impact. Generally, projects within one-half mile of either an existing major transit stop or a stop along an existing high quality transit corridor should be presumed to cause a less than significant transportation*

> *impact. Projects that decrease vehicle miles traveled in the project area compared to existing conditions should be presumed to have a less than significant transportation impact.*

Consistent with *CEQA Guidelines* Section 15064.3(b)(1), the Project's vehicle miles traveled (VMT) have been evaluated against the thresholds of significance identified in the Governor's Office of Planning and Research (OPR) Technical Advisory on Evaluating Transportation Impacts in CEQA (December 2018).[53] OPR's Technical Advisory suggests that lead agencies may screen out VMT impacts using project size, maps, transit availability, and provision of affordable housing. Page 12 of OPR's Technical Advisory identifies the following applicable screening threshold for small projects:

> *Many local agencies have developed screening thresholds to indicate when detailed analysis is needed. Absent substantial evidence indicating that a project would generate a potentially significant level of VMT, or inconsistency with a Sustainable Communities Strategy (SCS) or general plan, projects that generate or attract fewer than 110 trips per day generally may be assumed to cause a less-than-significant transportation impact.*

Project Trip Generation

The Project proposes the operation of five small soccer fields to be used for youth training and games. As the Project proposes a unique operation, the traditional method of estimating trip generation with the Institute of Transportation Engineers (ITE) Trip Generation Manual would not be appropriate. Instead, empirical data gathered from an existing operating facility similar to the Project was used to estimate trip generation. The existing Lab Five soccer center located at 9740 Telfair Avenue, Pacoima CA 91331 was previously observed by Kittelson & Associates in September 2021 analyzing a proposed soccer center in the City of Gardena.[54] As described therein, the Pacoima Lab Five soccer center has eight existing soccer fields of similar size and use as the proposed Project. According to the daily trips observed in that study, a total of 171 vehicle trips were counted between the hours of 4:00 p.m. and 10:00 p.m. (the proposed weekday hours for the Project). As the Pacoima Lab Five soccer center operates eight fields, this data yields approximately 21.375 trips per field per day. Because the Project proposes the operation of five fields with similar characteristics, the Project would generate approximately 107 trips per day. As the Project would attract fewer than 110 trips per day, the Project

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53 Office of Planning and Research, *Technical Advisory on Evaluating Transportation Impacts in CEQA*. Available online at: https://opr.ca.gov/docs/20190122-743_Technical_Advisory.pdf, accessed October 30, 2023.

54 City of Gardena, *Lab Five Soccer Center Project CEQA Class 32 Categorical Exemption Report,* September 2021, see Appendix A (Transportation Analysis). Available online at: https://cityofgardena.org/wp-content/uploads/2021/10/Lab-Five-Soccer-CE-Report-and-Appendices_Final_September-29-2021.pdf. Traffic count data sheet has been extracted from this reference study and is included in Appendix C to this IS/MND.

would be consistent with OPR's Technical Advisory screening threshold for small projects. Transportation impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

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

Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
☐	☒	☐	☐

Less than Significant Impact with Mitigation Incorporated. The Project would redevelop an existing structure into a new soccer training facility. As analyzed in **Section 11**, **Land Use and Planning**, the Project Applicant would obtain a Conditional Use Permit (CUP) to allow for the indoor and outdoor recreational uses that the Project would introduce. Upon issuance of a CUP, the Project would not introduce any incompatible uses.

The existing vehicular site access would remain similar under the Project. As shown in **Figure 1**, **Conceptual Site Plan-Floor 1**, the Project would utilize the two existing on-site driveways located along Joanbridge Street. The existing driveway located at 14424 Joanbridge Street would be utilized as the primary vehicular entry to the Project Site. As illustrated in Figure 1, upon entering 14424 Joanbridge Street, visitors would continue straight into the soccer facility's ground-level parking and vehicles would turn right to access additional parking spaces. From there, vehicles would have the option of continuing to drive into the southwestern corner of the Project Site (within 14412 Joanbridge Street) or exit using the existing driveway located at 14412 Joanbridge Street. Implementation of **Mitigation Measure TRA-1** would require the Project Applicant to submit a Circulation Plan to the City Engineer that would ensure queuing into the public right-of-way on Joanbridge Street does not occur. With implementation of **Mitigation Measure TRA-1**, the Project would not substantially increase hazards due to a geometric design feature or incompatible uses, and impacts would be less than significant.

Mitigation Measures:

TRA-1 Prior to the issuance of demolition of permits, the Project Applicant shall prepare a circulation and access plan for review and approval by the City of Baldwin Park Traffic Engineer to ensure that the vehicles do not block vehicular circulation within the

parking lot, and queue in such a way that avoids overflow into Joanbridge Street: The circulation and access plan shall establish preventative measures to be implemented during Project operations. These measures may include, but are not limited to, the following:

- During operational hours, the Project Applicant shall provide informational flyers to visitors that detail alternative parking locations within the Project Area.
- Should vehicle queuing occur beyond available vehicle storage on-site during operational hours, members of the Fit7 Sports Lab staff shall go out to the parking areas of the Project Site and direct queued vehicles on-site to any available parking spaces with flags and directional signs.
- In the event that there are no on-site parking spaces available, primary vehicular access to the Project Site would be closed to the public and members of the Fit7 Sports Lab staff shall direct queued vehicles on-site off-site parking with the same materials.

d. Would the project result in inadequate emergency access?

Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
☐	☐	☒	☐

Less than Significant Impact. The Project would utilize the existing driveways on-site as the primary access and emergency vehicular access. The Project would incorporate all applicable design and safety standards and regulations outlined in Chapter 33 of the 2022 California Building Code, and Chapter 11 (Construction Requirements for Existing Buildings) of the California Fire Code. Further, the Project would submit all Project Plans to the City of Baldwin Park City Engineer and the LACFD to confirm that the Project would provide adequate on-site access to emergency services. Therefore, the Project would not result in inadequate emergency access and impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

18. Tribal Cultural Resources

a. Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:

i. Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k)?

Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
☐	☐	☐	☒

No Impact. Impacts related to historical resources are evaluated in the Cultural Resources section. As discussed, there are no buildings or structures within the Project Site that are eligible to be listed on the CRHR or the NRHP. Additionally, the existing buildings on-site are zoned industrial, and do not exhibit common historical architectural themes or styles. As such, no impacts would occur.

ii. A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision(c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe?

Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
☐	☐	☒	☐

In compliance with AB 52, the City will distribute letters notifying each tribe that may have knowledge of cultural resources within the Project Area of the Project in coordination with the circulation of this MND.

Ground-disturbing activities associated with the Project could result in the discovery of previously undiscovered cultural resources. This includes potential discovery of tribal cultural resources. In the even that Native American resources are discovered, the City would consult with the Native

American monitor and affected tribe(s). Impacts to resources that are applicable under Public Resources Code Section 5024.1 would be less than significant.

19. Utilities and Service Systems

a. Would the project require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?

Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
☐	☐	☒	☐

Less than Significant Impact.

Water

Potable water in the City is provided by three water companies: Valley County Water District (VCWD), San Gabriel Valley Water Company (SGVWC), and Valley View Mutual Water Company (VVMWD). The Project Site is currently serviced by the VCWD, which is an independent, special district that provides water services to a portion of the Cities of Baldwin Park, Irwindale, West Covina, and Azusa.[55,56]

The Project does propose the use of three new water fountains, a kitchen, and bathrooms, which typically drive the demand for potable water usage. However, the water demand from these uses would not be substantial and would likely not be greater than the existing uses or the City's General Plan land use buildout scenario for the site. Thus, the Project would not result in additional demand on water supplies as future development of Commercial/Industrial uses have been previously accounted for and analyzed in the *City of Baldwin Park General Plan Environmental Impact Report* (2020) and VCWD's *2020 Urban Water Management Plan* (June 2021). Additionally, the Project Applicant would adhere to Section 35.100 (Water User's Tax) of the City's Municipal Code and pay an annual tax to the

55 Valley County Water District, "Service Area Map." Available online at: https://www.vcwd.org/DocumentCenter/View/126/Valley-County-Water-District-Service-Area-Map-PDF. Accessed January 26, 2023.

56 Valley County Water District, "About Us." Available online at: https://www.vcwd.org/27/About-Us. Accessed January 26, 2023.

City for using potable water that is delivered through the City's mains and/or pipes. Therefore, impacts to existing water facilities would be less than significant.

Wastewater

Wastewater produced by the Project would be treated at the San Jose Creek Water Reclamation Plant (SJCWRP) located adjacent to the City of Industry. The SJCWRP treats approximately 100 million gallons of wastewater per day (mgd), and currently processes an average of 58.5 mgd.[57]

The Project proposes the use of three new water fountains, a kitchen, and bathrooms which would generate a demand for wastewater treatment. As stated in **Appendix A** to this IS/MND, the Project is anticipated to generate approximately 2,242gallons per day.[58] This would represent less than one percent of the average amount of wastewater that is treated by the SJWCP per day. Nevertheless, it is anticipated that the SJCWRP has adequate capacity to serve the Project's projected demand for wastewater treatment.

Furthermore, per Section 51.25 (Connection to Sewer) of the City's Municipal Code, the Project Applicant would be required to obtain a sewer connection permit prior to connecting to the City's sewer system. Issuance of this permit would ensure that sufficient capacity is available. As such, the Project's impacts to wastewater treatment would be less than significant.

Stormwater

Compared to existing conditions, the Project would not increase the impervious area on-site. The stormwater system under the Project would adequately discharge on-site stormwater in accordance with the City's Municipal Code and the SUSMP. Adherence to these local and regional regulations would ensure that the City's existing stormwater drainage system would have adequate capacity for the Project stormwater. Thus, new off-site stormwater facilities would not be required, nor are other off-site existing facilities anticipated to be expanded. Impacts would be less than significant.

Dry Utilities

Dry utilities include electricity, natural gas, and telecommunications facilities. The Project would utilize the existing electricity, natural gas, and telecommunication lines and services that already service the

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57 Los Angeles County Sanitation Districts, "San Jose Creek Water Reclamation Plant." Available online at https://www.lacsd.org/services/wastewater-sewage/facilities/san-jose-creek-water-reclamation-plant. Accessed January 26, 2023.

58 Los Angeles County Sanitation District, "Table 1, Loadings for Each Class of Land Use." Available online at: https://www.lacsd.org/home/showpublisheddocument/8639/637921797286370000. Accessed February 6, 2022.

Project Site under existing conditions. While the Project does propose the use of bathrooms, office space, a meeting room, a gym room, kitchens and lighting for the fields and parking areas, electricity and energy demand from these uses would not be substantial and would likely not be greater than the existing uses. Due to the proposed indoor and outdoor recreational uses, the Project is not expected to substantially increase the demand for telecommunication services. The Project would adhere to the City's general design requirements and utilize low-energy LED light bulbs for lighting (See **Section 1**, **Aesthetics** and **Section 6**, **Energy**). Furthermore, per Section 35.098 (Electricity User Tax) of the City's Municipal Code, the Project Applicant would be required to pay a user's tax to the City for electrical energy usage. Further, the Project would be required to comply with CalGreen Code standards pertaining to energy conservation and efficiency. As such, impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

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

Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
☐	☐	☒	☐

Less than Significant. The VCWD procures its water supplies primarily through groundwater extracted from the Main San Gabriel Basin (MSGB). While imported water is available from two sources, the Upper San Gabriel Valley Municipal Water District (Upper District) and California Irrigation Company (CIC), VCWD prefers to supply its customers with groundwater.[59] According to the District's Urban Water Management Plan, the reliability of VCWD's supply is expected to be adequate to meet normal year, single dry year and multiple dry year demand conditions between 2025 and 2040. The VCWD would have average surplus of 482 potable water in acre-feet per year (AFY) under a Normal Year Supply, an average surplus of 324 AFY under a Single Dry Year Supply, and averages of 311, 768, 1,876, 1,020, and 2,165 AFY surplus under a Multiple Dry Year scenario.

As discussed in **Appendix A** of this IS/MND, the Project is estimated to consume approximately 1,249,353 gallons per year, or approximately 3.84 AFY. The Project would represent approximately one percent of the average surplus under a Single Dry Year Supply scenario and less than one percent of the average AFY under a Normal Year Supply and a Multiple Dry Year scenario. Thus, water demand

59 Valley County Water District, *2020 Urban Water Management Plan*. June 2021.

from the proposed development is within the UWMP's water demand projection for the City, and the City anticipates having sufficient water supplies available to serve the Project and reasonably foreseeable future development during normal, dry, and multiple dry years. Therefore, impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

c. Would the project result in a determination by the wastewater treatment provider, which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?

Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
☐	☐	☒	☐

Less than Significant Impact. As discussed above, the Project would not require the relocation or construction of new or expanded wastewater treatment facilities. The Project involves the redevelopment of an existing industrial structure into a new soccer training facility. As stated, the Project would result in an increase in wastewater generation compared to existing conditions. However, the Project is not anticipated to be a substantial source of wastewater. Based on available data, it is anticipated that the SJCWRP has adequate capacity to serve the Project's projected demand for wastewater treatment. Therefore, the Project's impacts to wastewater treatment would be less than significant.

Mitigation Measures: No mitigation measures are required.

d. Would the project generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?

Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
☐	☐	☒	☐

Less than Significant Impact. Approximately 70 percent of solid waste generated with the City is disposed at the El Sobrante Landfill, while approximately 20 percent of the City's solid waste is

disposed at the Simi Valley Landfill & Recycling Center.[60] The El Sobrante Landfill permits a maximum daily throughput of 16,054 tons of solid waste per day and currently has a remaining capacity of 143,977,170 tons of solid waste.[61] The Simi Valley Landfill & Recycling Center permits a maximum daily throughput of 64,750 tons of solid waste per day and currently has a remaining capacity of 82,954,873 tons of solid waste.[62]

Construction activities associated with the Project would generate solid waste that would be temporary and would cease upon completion of the Project. According to the Project's Air Quality and Greenhouse Gas modeling, Project operational activities are expected to generate approximately 0.05 tons per year of solid waste (see **Appendix A** to this IS/MND). The solid waste generated from Project operations would represent less than one percent of the maximum daily throughput of both landfills. As such, the Project would not generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure. Less than significant impacts would occur.

Mitigation Measures: No mitigation measures are required.

e. Would the project comply with federal, state, and local management and reduction statutes and regulations related to solid waste?

Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
☐	☐	☒	☐

Less than Significant Impact. As concluded above, the Project would not generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure. Furthermore, the Project would demonstrate compliance with the California Integrated Waste Management Act of 1989 (Assembly Bill [AB] 939), which requires all California cities "reduce, recycle, and re-use solid waste generated in the State to the maximum extent feasible." AB 939 requires that at least 50 percent of waste produced is recycled, reduced, or composted. The Project would also comply with the 2022 California Green Building Standards (CALGreen) Code, which includes design and construction measures that

60 CalRecycle, "Jurisdiction Disposal and Alternative Daily Cover (ADC) Tons by Facility." Available online at: https://www2.calrecycle.ca.gov/LGCentral/DisposalReporting/Destination/DisposalByFacility. Accessed January 26, 2023.

61 CalRecycle, "El Sobrante Landfill (33-AA-0217)." Available online at: https://www2.calrecycle.ca.gov/SolidWaste/SiteActivity/Details/2280?siteID=2402. Access January 26, 2023.

62 CalRecycle, "Simi Valley Landfill & Recycling Center (56-AA-0007)." Available online at: https://www2.calrecycle.ca.gov/SolidWaste/SiteActivity/Details/608?siteID=3954. Accessed January 26, 2023.

help reduce construction-related waste though material conservation and other construction-related efficiency measures. Thus, less than significant impacts would occur.

Mitigation Measures: No mitigation measures are required.

20. Wildfire

a. Would the project substantially impair an adopted emergency response plan or emergency evacuation plan?

Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
☐	☐	☐	☒

No Impact. The Project Site is not located in or near state responsibility areas or lands classified as very high fire hazard severity zones.[63,64] The Project Site and surrounding land uses are developed with urban land uses and do not present a wildland fire hazard. Furthermore, the Project Site is not located along any major evacuation routes that are designated within the Safety Element of the City's General Plan.[65] Therefore, the Project would not substantially impair an adopted emergency response plan or emergency evacuation plan, and no impacts would occur.

b. Due to slope, prevailing winds, and other factors, would the project exacerbate wildfire risks and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?

Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
☐	☐	☐	☒

63 Cal Fire, "Fire Hazard Severity Zones in SRA." Available online at: https://osfm.fire.ca.gov/media/6705/fhszs_map19.pdf. Adopted November 7, 2007

64 Cal Fire, "Very High Fire Hazard Severity Zones in LRA" Available online at: https://osfm.fire.ca.gov/media/7280/losangelescounty.pdf. Adopted September, 2011.

65 City of Baldwin Park. *City of Baldwin Park General Plan*, Figure PS-4 Major Evacuation Routes, Public Safety Element. Available online at: https://www.baldwinpark.com/online-documents/community-development/planning/general-plan-individual-elements/1947-public-safety/file. Accessed January 16, 2023

No Impact. As stated above, the Project Site is not located in or near state responsibility areas or lands classified as a very high fire hazard severity zone. The Project would be located in a developed and urban environment that would not exacerbate wildfire risks or expose the public to uncontrolled spread. Thus, no impacts would occur.

c. Would the project require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?

Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
☐	☐	☐	☒

No Impact. The Project will not require the installation or maintenance of infrastructure, such as roads, fuel breaks, emergency water sources, power lines, or other utilities. Therefore, the Project would not exacerbate fire risk, and there would be no impact.

d. Would the project expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?

Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
☐	☐	☐	☒

No Impact. As stated above, the Project would not be located in or near state responsibility areas or lands classified as a very high fire hazard severity zone. Additionally, the Project Site is located on relatively flat terrain, and would not subject to landslide. Thus, wildfire impacts involving downslope, downstream flooding, or landslides would not occur, and there would be no impact.

21. Mandatory Findings of Significance

a. Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?

Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
☐	☒	☐	☐

Less than Significant Impact with Mitigation Incorporated. As discussed in **Section 4**, **Biological Resources**, the Project Site is located within an urbanized area of the City. As such, no sensitive plant or animal species would be adversely impacted by the Project. As discussed, **Section 5**, **Cultural Resources**, and **Section 7**, **Geology and Soils**, ground-disturbing activities associated with the Project may potentially uncover any cultural, archaeological, or paleontological resources. As such, implementation of **Mitigation Measures CUL-1** and **GEO-1** would reduce these potential impacts to less than significant levels.

b. Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?

Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
☐	☒	☐	☐

Less than Significant Impact with Mitigation Incorporated. The Project generally would not contribute to potentially cumulatively considerable impacts. As indicated in the above analysis, with implementation of the required mitigation measures, the Project would not result in any unmitigated significant adverse impacts and/or cumulatively considerable impacts. Specifically, **Mitigation Measures AES-1, CUL-1, GEO-1, HAZ-1, HAZ-2,** and **TRA-1**, would reduce potentially significant impacts to less than significant levels. The Project does not include any unmitigated cumulatively

considerable impacts when considered in connection with the effects of past, present and probable future projects. No further analysis is necessary.

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

Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
☐	☒	☐	☐

Less than Significant Impact with Mitigation Incorporated. As indicated in the above analysis, with implementation of the required mitigation measures, the Project would not result in any unmitigated significant adverse impacts. Thus, the Project would not have the potential to result in substantial adverse effects on human beings.

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V. INITIAL STUDY PREPARERS

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APPENDIX A

Air Quality and GHG Data

Fit 7 Lab Detailed Report

Table of Contents

1. Basic Project Information

1.1. Basic Project Information

Data Field	Value
Project Name	Fit 7 Lab
Lead Agency	Baldwin Park
Land Use Scale	Project/site
Analysis Level for Defaults	County
Windspeed (m/s)	1.80
Precipitation (days)	22.4
Location	34.105318024646934, -117.95985130496081
County	Los Angeles-South Coast
City	Baldwin Park
Air District	South Coast AQMD
Air Basin	South Coast
TAZ	4911
EDFZ	7
Electric Utility	Southern California Edison
Gas Utility	Southern California Gas

1.2. Land Use Types

Land Use Subtype	Size	Unit	Lot Acreage	Building Area (sq ft)	Landscape Area (sq ft)	Special Landscape Area (sq ft)	Population	Description
City Park	0.20	Acre	0.20	0.00	1,000	1,000	—	—
General Office Building	6.85	1000sqft	0.10	6,854	0.00	—	—	—

Enclosed Parking with Elevator	42.0	Space	0.30	16,800	0.00	—	—	—

1.3. User-Selected Emission Reduction Measures by Emissions Sector

No measures selected

2. Emissions Summary

2.1. Construction Emissions Compared Against Thresholds

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Un/Mit.	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	1.57	1.32	12.6	12.0	0.02	0.60	2.17	2.77	0.55	1.02	1.58	—	1,821	1,821	0.07	0.08	1.56	1,829
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	0.76	0.63	6.15	7.72	0.01	0.29	0.15	0.44	0.26	0.04	0.30	—	1,558	1,558	0.06	0.03	0.02	1,569
Average Daily (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	0.36	0.30	2.92	3.44	0.01	0.14	0.20	0.33	0.12	0.08	0.20	—	658	658	0.03	0.01	0.16	663
Annual (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	0.07	0.06	0.53	0.63	< 0.005	0.02	0.04	0.06	0.02	0.01	0.04	—	109	109	< 0.005	< 0.005	0.03	110

2.2. Construction Emissions by Year, Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Year	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e

Daily - Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2023	1.57	1.32	12.6	12.0	0.02	0.60	2.17	2.77	0.55	1.02	1.58	—	1,821	1,821	0.07	0.08	1.56	1,829
2024	0.72	0.60	5.79	7.75	0.01	0.26	0.15	0.41	0.24	0.04	0.27	—	1,560	1,560	0.06	0.03	0.85	1,572
Daily - Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2023	0.76	0.63	6.15	7.72	0.01	0.29	0.15	0.44	0.26	0.04	0.30	—	1,558	1,558	0.06	0.03	0.02	1,569
2024	0.72	0.60	5.80	7.64	0.01	0.26	0.15	0.41	0.24	0.04	0.27	—	1,554	1,554	0.06	0.03	0.02	1,565
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2023	0.36	0.30	2.92	3.44	0.01	0.14	0.20	0.33	0.12	0.08	0.20	—	658	658	0.03	0.01	0.16	663
2024	0.20	0.17	1.60	2.12	< 0.005	0.07	0.04	0.11	0.07	0.01	0.08	—	429	429	0.02	0.01	0.10	432
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2023	0.07	0.06	0.53	0.63	< 0.005	0.02	0.04	0.06	0.02	0.01	0.04	—	109	109	< 0.005	< 0.005	0.03	110
2024	0.04	0.03	0.29	0.39	< 0.005	0.01	0.01	0.02	0.01	< 0.005	0.01	—	71.1	71.1	< 0.005	< 0.005	0.02	71.6

2.4. Operations Emissions Compared Against Thresholds

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Un/Mit.	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	0.63	0.74	0.39	4.80	0.01	0.01	0.29	0.30	0.01	0.05	0.06	5.78	1,200	1,206	0.65	0.04	3.41	1,238
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	0.44	0.56	0.41	3.45	0.01	0.01	0.29	0.30	0.01	0.05	0.06	5.78	1,160	1,165	0.65	0.04	0.10	1,194

Average Daily (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	0.56	0.67	0.42	4.25	0.01	0.01	0.29	0.30	0.01	0.05	0.06	5.78	1,172	1,178	0.65	0.04	1.48	1,209
Annual (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	0.10	0.12	0.08	0.78	< 0.005	< 0.005	0.05	0.06	< 0.005	0.01	0.01	0.96	194	195	0.11	0.01	0.25	200

2.5. Operations Emissions by Sector, Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Sector	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	0.44	0.40	0.33	3.74	0.01	0.01	0.29	0.30	0.01	0.05	0.06	—	860	860	0.04	0.03	3.40	874
Area	0.18	0.34	0.01	1.03	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	4.23	4.23	< 0.005	< 0.005	—	4.25
Energy	0.01	< 0.005	0.05	0.04	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	324	324	0.02	< 0.005	—	325
Water	—	—	—	—	—	—	—	—	—	—	—	2.33	12.3	14.7	0.24	0.01	—	22.4
Waste	—	—	—	—	—	—	—	—	—	—	—	3.44	0.00	3.44	0.34	0.00	—	12.1
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.02	0.02
Total	0.63	0.74	0.39	4.80	0.01	0.01	0.29	0.30	0.01	0.05	0.06	5.78	1,200	1,206	0.65	0.04	3.41	1,238
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	0.43	0.39	0.36	3.41	0.01	0.01	0.29	0.30	0.01	0.05	0.06	—	823	823	0.04	0.04	0.09	835
Area	—	0.17	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Energy	0.01	< 0.005	0.05	0.04	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	324	324	0.02	< 0.005	—	325
Water	—	—	—	—	—	—	—	—	—	—	—	2.33	12.3	14.7	0.24	0.01	—	22.4
Waste	—	—	—	—	—	—	—	—	—	—	—	3.44	0.00	3.44	0.34	0.00	—	12.1
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.02	0.02

Total	0.44	0.56	0.41	3.45	0.01	0.01	0.29	0.30	0.01	0.05	0.06	5.78	1,160	1,165	0.65	0.04	0.10	1,194
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	0.43	0.39	0.37	3.51	0.01	0.01	0.29	0.30	0.01	0.05	0.06	—	833	833	0.04	0.04	1.47	846
Area	0.13	0.28	0.01	0.70	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	2.90	2.90	< 0.005	< 0.005	—	2.91
Energy	0.01	< 0.005	0.05	0.04	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	324	324	0.02	< 0.005	—	325
Water	—	—	—	—	—	—	—	—	—	—	—	2.33	12.3	14.7	0.24	0.01	—	22.4
Waste	—	—	—	—	—	—	—	—	—	—	—	3.44	0.00	3.44	0.34	0.00	—	12.1
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.02	0.02
Total	0.56	0.67	0.42	4.25	0.01	0.01	0.29	0.30	0.01	0.05	0.06	5.78	1,172	1,178	0.65	0.04	1.48	1,209
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	0.08	0.07	0.07	0.64	< 0.005	< 0.005	0.05	0.05	< 0.005	0.01	0.01	—	138	138	0.01	0.01	0.24	140
Area	0.02	0.05	< 0.005	0.13	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	0.48	0.48	< 0.005	< 0.005	—	0.48
Energy	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	53.7	53.7	< 0.005	< 0.005	—	53.8
Water	—	—	—	—	—	—	—	—	—	—	—	0.39	2.04	2.43	0.04	< 0.005	—	3.71
Waste	—	—	—	—	—	—	—	—	—	—	—	0.57	0.00	0.57	0.06	0.00	—	2.00
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	< 0.005	< 0.005
Total	0.10	0.12	0.08	0.78	< 0.005	< 0.005	0.05	0.06	< 0.005	0.01	0.01	0.96	194	195	0.11	0.01	0.25	200

3. Construction Emissions Details

3.1. Demolition (2023) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Off-Road Equipment	0.65	0.54	4.99	5.91	0.01	0.21	—	0.21	0.20	—	0.20	—	852	852	0.03	0.01	—	855
Demolition	—	—	—	—	—	—	0.31	0.31	—	0.05	0.05	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.02	0.01	0.14	0.16	< 0.005	0.01	—	0.01	0.01	—	0.01	—	23.3	23.3	< 0.005	< 0.005	—	23.4
Demolition	—	—	—	—	—	—	0.01	0.01	—	< 0.005	< 0.005	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	< 0.005	0.02	0.03	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	3.87	3.87	< 0.005	< 0.005	—	3.88
Demolition	—	—	—	—	—	—	< 0.005	< 0.005	—	< 0.005	< 0.005	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.06	0.05	0.05	0.82	0.00	0.00	0.13	0.13	0.00	0.03	0.03	—	144	144	0.01	< 0.005	0.61	147
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.03	0.01	0.54	0.20	< 0.005	0.01	0.11	0.12	0.01	0.03	0.03	—	415	415	0.02	0.07	0.94	437

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.02	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	3.80	3.80	< 0.005	< 0.005	0.01	3.86
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	< 0.005	< 0.005	0.02	0.01	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	11.4	11.4	< 0.005	< 0.005	0.01	11.9
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	0.63	0.63	< 0.005	< 0.005	< 0.005	0.64
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	1.88	1.88	< 0.005	< 0.005	< 0.005	1.98

3.3. Grading (2023) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.52	1.28	12.6	11.4	0.02	0.60	—	0.60	0.55	—	0.55	—	1,713	1,713	0.07	0.01	—	1,719
Dust From Material Movement	—	—	—	—	—	—	2.07	2.07	—	1.00	1.00	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.09	0.08	0.76	0.69	< 0.005	0.04	—	0.04	0.03	—	0.03	—	103	103	< 0.005	< 0.005	—	104
Dust From Material Movement	—	—	—	—	—	—	0.12	0.12	—	0.06	0.06	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.02	0.01	0.14	0.13	< 0.005	0.01	—	0.01	0.01	—	0.01	—	17.1	17.1	< 0.005	< 0.005	—	17.2
Dust From Material Movement	—	—	—	—	—	—	0.02	0.02	—	0.01	0.01	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.04	0.04	0.04	0.61	0.00	0.00	0.10	0.10	0.00	0.02	0.02	—	108	108	< 0.005	< 0.005	0.46	110
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.03	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	6.28	6.28	< 0.005	< 0.005	0.01	6.36
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	1.04	1.04	< 0.005	< 0.005	< 0.005	1.05
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.5. Building Construction (2023) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.69	0.58	5.93	7.00	0.01	0.28	—	0.28	0.26	—	0.26	—	1,305	1,305	0.05	0.01	—	1,309
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.69	0.58	5.93	7.00	0.01	0.28	—	0.28	0.26	—	0.26	—	1,305	1,305	0.05	0.01	—	1,309
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.23	0.19	1.94	2.29	< 0.005	0.09	—	0.09	0.09	—	0.09	—	426	426	0.02	< 0.005	—	428
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Off-Road Equipment	0.04	0.03	0.35	0.42	< 0.005	0.02	—	0.02	0.02	—	0.02	—	70.6	70.6	< 0.005	< 0.005	—	70.8
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.05	0.04	0.05	0.76	0.00	0.00	0.12	0.12	0.00	0.03	0.03	—	134	134	0.01	< 0.005	0.57	136
Vendor	0.01	< 0.005	0.15	0.08	< 0.005	< 0.005	0.03	0.03	< 0.005	0.01	0.01	—	127	127	0.01	0.02	0.34	132
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.05	0.04	0.06	0.64	0.00	0.00	0.12	0.12	0.00	0.03	0.03	—	127	127	0.01	< 0.005	0.01	128
Vendor	0.01	< 0.005	0.16	0.08	< 0.005	< 0.005	0.03	0.03	< 0.005	0.01	0.01	—	127	127	0.01	0.02	0.01	132
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.02	0.01	0.02	0.22	0.00	0.00	0.04	0.04	0.00	0.01	0.01	—	42.0	42.0	< 0.005	< 0.005	0.08	42.5
Vendor	< 0.005	< 0.005	0.05	0.03	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	—	41.5	41.5	< 0.005	0.01	0.05	43.2
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.04	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	6.95	6.95	< 0.005	< 0.005	0.01	7.04
Vendor	< 0.005	< 0.005	0.01	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	6.87	6.87	< 0.005	< 0.005	0.01	7.16
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.7. Building Construction (2024) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e

Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.67	0.56	5.60	6.98	0.01	0.26	—	0.26	0.23	—	0.23	—	1,305	1,305	0.05	0.01	—	1,309
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.67	0.56	5.60	6.98	0.01	0.26	—	0.26	0.23	—	0.23	—	1,305	1,305	0.05	0.01	—	1,309
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.18	0.15	1.54	1.93	< 0.005	0.07	—	0.07	0.06	—	0.06	—	360	360	0.01	< 0.005	—	361
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.03	0.03	0.28	0.35	< 0.005	0.01	—	0.01	0.01	—	0.01	—	59.6	59.6	< 0.005	< 0.005	—	59.8
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.05	0.04	0.04	0.70	0.00	0.00	0.12	0.12	0.00	0.03	0.03	—	131	131	0.01	< 0.005	0.52	133
Vendor	0.01	< 0.005	0.15	0.07	< 0.005	< 0.005	0.03	0.03	< 0.005	0.01	0.01	—	125	125	0.01	0.02	0.34	131
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.05	0.04	0.05	0.59	0.00	0.00	0.12	0.12	0.00	0.03	0.03	—	124	124	0.01	< 0.005	0.01	125
Vendor	0.01	< 0.005	0.15	0.07	< 0.005	< 0.005	0.03	0.03	< 0.005	0.01	0.01	—	125	125	0.01	0.02	0.01	130
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.01	0.01	0.01	0.17	0.00	0.00	0.03	0.03	0.00	0.01	0.01	—	34.7	34.7	< 0.005	< 0.005	0.06	35.1
Vendor	< 0.005	< 0.005	0.04	0.02	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	—	34.5	34.5	< 0.005	< 0.005	0.04	36.0
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.03	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	5.74	5.74	< 0.005	< 0.005	0.01	5.82
Vendor	< 0.005	< 0.005	0.01	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	5.71	5.71	< 0.005	< 0.005	0.01	5.96
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

4. Operations Emissions Details

4.1. Mobile Emissions by Land Use

4.1.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
City Park	0.44	0.40	0.33	3.74	0.01	0.01	0.29	0.30	0.01	0.05	0.06	—	860	860	0.04	0.03	3.40	874

General Office Building	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Enclosed Parking with Elevator	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Total	0.44	0.40	0.33	3.74	0.01	0.01	0.29	0.30	0.01	0.05	0.06	—	860	860	0.04	0.03	3.40	874
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
City Park	0.43	0.39	0.36	3.41	0.01	0.01	0.29	0.30	0.01	0.05	0.06	—	823	823	0.04	0.04	0.09	835
General Office Building	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Enclosed Parking with Elevator	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Total	0.43	0.39	0.36	3.41	0.01	0.01	0.29	0.30	0.01	0.05	0.06	—	823	823	0.04	0.04	0.09	835
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
City Park	0.08	0.07	0.07	0.64	< 0.005	< 0.005	0.05	0.05	< 0.005	0.01	0.01	—	138	138	0.01	0.01	0.24	140
General Office Building	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Enclosed Parking with Elevator	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Total	0.08	0.07	0.07	0.64	< 0.005	< 0.005	0.05	0.05	< 0.005	0.01	0.01	—	138	138	0.01	0.01	0.24	140

4.2. Energy

4.2.1. Electricity Emissions By Land Use - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
City Park	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	—	0.00
General Office Building	—	—	—	—	—	—	—	—	—	—	—	—	178	178	0.01	< 0.005	—	179
Enclosed Parking with Elevator	—	—	—	—	—	—	—	—	—	—	—	—	90.4	90.4	0.01	< 0.005	—	90.7
Total	—	—	—	—	—	—	—	—	—	—	—	—	268	268	0.02	< 0.005	—	269
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
City Park	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	—	0.00
General Office Building	—	—	—	—	—	—	—	—	—	—	—	—	178	178	0.01	< 0.005	—	179
Enclosed Parking with Elevator	—	—	—	—	—	—	—	—	—	—	—	—	90.4	90.4	0.01	< 0.005	—	90.7
Total	—	—	—	—	—	—	—	—	—	—	—	—	268	268	0.02	< 0.005	—	269
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
City Park	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	—	0.00
General Office Building	—	—	—	—	—	—	—	—	—	—	—	—	29.5	29.5	< 0.005	< 0.005	—	29.6

Enclosed Parking with Elevator	—	—	—	—	—	—	—	—	—	—	—	—	15.0	15.0	< 0.005	< 0.005	—	15.0
Total	—	—	—	—	—	—	—	—	—	—	—	—	44.4	44.4	< 0.005	< 0.005	—	44.6

4.2.3. Natural Gas Emissions By Land Use - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
City Park	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
General Office Building	0.01	< 0.005	0.05	0.04	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	55.7	55.7	< 0.005	< 0.005	—	55.8
Enclosed Parking with Elevator	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Total	0.01	< 0.005	0.05	0.04	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	55.7	55.7	< 0.005	< 0.005	—	55.8
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
City Park	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
General Office Building	0.01	< 0.005	0.05	0.04	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	55.7	55.7	< 0.005	< 0.005	—	55.8
Enclosed Parking with Elevator	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Total	0.01	< 0.005	0.05	0.04	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	55.7	55.7	< 0.005	< 0.005	—	55.8

Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
City Park	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
General Office Building	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	9.22	9.22	< 0.005	< 0.005	—	9.24
Enclosed Parking with Elevator	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Total	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	9.22	9.22	< 0.005	< 0.005	—	9.24

4.3. Area Emissions by Source

4.3.2. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Source	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Consumer Products	—	0.15	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	—	0.02	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Landscape Equipment	0.18	0.17	0.01	1.03	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	4.23	4.23	< 0.005	< 0.005	—	4.25
Total	0.18	0.34	0.01	1.03	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	4.23	4.23	< 0.005	< 0.005	—	4.25
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Consum Products	—	0.15	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	—	0.02	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	0.17	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Consumer Products	—	0.03	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	—	< 0.005	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Landscape Equipment	0.02	0.02	< 0.005	0.13	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	0.48	0.48	< 0.005	< 0.005	—	0.48
Total	0.02	0.05	< 0.005	0.13	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	0.48	0.48	< 0.005	< 0.005	—	0.48

4.4. Water Emissions by Land Use

4.4.2. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
City Park	—	—	—	—	—	—	—	—	—	—	—	0.00	0.24	0.24	< 0.005	< 0.005	—	0.24
General Office Building	—	—	—	—	—	—	—	—	—	—	—	2.33	12.1	14.4	0.24	0.01	—	22.1

Enclosed Parking with Elevator	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	2.33	12.3	14.7	0.24	0.01	—	22.4
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
City Park	—	—	—	—	—	—	—	—	—	—	—	0.00	0.24	0.24	< 0.005	< 0.005	—	0.24
General Office Building	—	—	—	—	—	—	—	—	—	—	—	2.33	12.1	14.4	0.24	0.01	—	22.1
Enclosed Parking with Elevator	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	2.33	12.3	14.7	0.24	0.01	—	22.4
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
City Park	—	—	—	—	—	—	—	—	—	—	—	0.00	0.04	0.04	< 0.005	< 0.005	—	0.04
General Office Building	—	—	—	—	—	—	—	—	—	—	—	0.39	2.00	2.39	0.04	< 0.005	—	3.67
Enclosed Parking with Elevator	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	0.39	2.04	2.43	0.04	< 0.005	—	3.71

4.5. Waste Emissions by Land Use

4.5.2. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
City Park	—	—	—	—	—	—	—	—	—	—	—	0.01	0.00	0.01	< 0.005	0.00	—	0.03
General Office Building	—	—	—	—	—	—	—	—	—	—	—	3.44	0.00	3.44	0.34	0.00	—	12.0
Enclosed Parking with Elevator	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	3.44	0.00	3.44	0.34	0.00	—	12.1
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
City Park	—	—	—	—	—	—	—	—	—	—	—	0.01	0.00	0.01	< 0.005	0.00	—	0.03
General Office Building	—	—	—	—	—	—	—	—	—	—	—	3.44	0.00	3.44	0.34	0.00	—	12.0
Enclosed Parking with Elevator	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	3.44	0.00	3.44	0.34	0.00	—	12.1
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
City Park	—	—	—	—	—	—	—	—	—	—	—	< 0.005	0.00	< 0.005	< 0.005	0.00	—	0.01
General Office Building	—	—	—	—	—	—	—	—	—	—	—	0.57	0.00	0.57	0.06	0.00	—	1.99
Enclosed Parking with Elevator	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00

Total	—	—	—	—	—	—	—	—	—	—	—	0.57	0.00	0.57	0.06	0.00	—	2.00

4.6. Refrigerant Emissions by Land Use

4.6.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
City Park	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00
General Office Building	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.02	0.02
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.02	0.02
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
City Park	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00
General Office Building	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.02	0.02
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.02	0.02
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
City Park	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00
General Office Building	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	< 0.005	< 0.005
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	< 0.005	< 0.005

4.7. Offroad Emissions By Equipment Type

4.7.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipment Type	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.8. Stationary Emissions By Equipment Type

4.8.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipment Type	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.9. User Defined Emissions By Equipment Type

4.9.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipment Type	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.10. Soil Carbon Accumulation By Vegetation Type

4.10.1. Soil Carbon Accumulation By Vegetation Type - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Vegetation	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.10.2. Above and Belowground Carbon Accumulation by Land Use Type - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.10.3. Avoided and Sequestered Emissions by Species - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Species	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

5. Activity Data

5.1. Construction Schedule

Phase Name	Phase Type	Start Date	End Date	Days Per Week	Work Days per Phase	Phase Description
Demolition	Demolition	6/1/2023	6/15/2023	5.00	10.0	—
Grading	Grading	6/16/2023	7/17/2023	5.00	22.0	—
Building Construction	Building Construction	7/18/2023	5/20/2024	5.00	220	—

5.2. Off-Road Equipment

5.2.1. Unmitigated

Phase Name	Equipment Type	Fuel Type	Engine Tier	Number per Day	Hours Per Day	Horsepower	Load Factor
Demolition	Concrete/Industrial Saws	Diesel	Average	1.00	8.00	33.0	0.73
Demolition	Rubber Tired Dozers	Diesel	Average	1.00	1.00	367	0.40
Demolition	Tractors/Loaders/Backhoes	Diesel	Average	2.00	6.00	84.0	0.37
Grading	Graders	Diesel	Average	1.00	6.00	148	0.41
Grading	Rubber Tired Dozers	Diesel	Average	1.00	6.00	367	0.40
Grading	Tractors/Loaders/Backhoes	Diesel	Average	1.00	7.00	84.0	0.37
Building Construction	Cranes	Diesel	Average	1.00	4.00	367	0.29
Building Construction	Forklifts	Diesel	Average	2.00	6.00	82.0	0.20
Building Construction	Tractors/Loaders/Backhoes	Diesel	Average	2.00	8.00	84.0	0.37

5.3. Construction Vehicles

5.3.1. Unmitigated

Phase Name	Trip Type	One-Way Trips per Day	Miles per Trip	Vehicle Mix
Demolition	—	—	—	—
Demolition	Worker	10.0	18.5	LDA,LDT1,LDT2
Demolition	Vendor	—	10.2	HHDT,MHDT
Demolition	Hauling	5.80	20.0	HHDT
Demolition	Onsite truck	—	—	HHDT
Grading	—	—	—	—
Grading	Worker	7.50	18.5	LDA,LDT1,LDT2
Grading	Vendor	—	10.2	HHDT,MHDT
Grading	Hauling	0.00	20.0	HHDT
Grading	Onsite truck	—	—	HHDT
Building Construction	—	—	—	—
Building Construction	Worker	9.25	18.5	LDA,LDT1,LDT2
Building Construction	Vendor	3.88	10.2	HHDT,MHDT
Building Construction	Hauling	0.00	20.0	HHDT
Building Construction	Onsite truck	—	—	HHDT

5.4. Vehicles

5.4.1. Construction Vehicle Control Strategies

Non-applicable. No control strategies activated by user.

5.5. Architectural Coatings

Phase Name	Residential Interior Area Coated (sq ft)	Residential Exterior Area Coated (sq ft)	Non-Residential Interior Area Coated (sq ft)	Non-Residential Exterior Area Coated (sq ft)	Parking Area Coated (sq ft)

5.6. Dust Mitigation

5.6.1. Construction Earthmoving Activities

Phase Name	Material Imported (Ton of Debris)	Material Exported (Ton of Debris)	Acres Graded (acres)	Material Demolished (Building Square Footage)	Acres Paved (acres)
Demolition	0.00	0.00	0.00	5,000	—
Grading	0.00	0.00	16.5	0.00	—

5.6.2. Construction Earthmoving Control Strategies

Control Strategies Applied	Frequency (per day)	PM10 Reduction	PM2.5 Reduction
Water Exposed Area	2	61%	61%
Water Demolished Area	2	36%	36%

5.7. Construction Paving

Land Use	Area Paved (acres)	% Asphalt
City Park	0.00	0%
General Office Building	0.00	0%
Enclosed Parking with Elevator	0.30	100%

5.8. Construction Electricity Consumption and Emissions Factors

kWh per Year and Emission Factor (lb/MWh)

Year	kWh per Year	CO2	CH4	N2O
2023	0.00	532	0.03	< 0.005
2024	0.00	532	0.03	< 0.005

5.9. Operational Mobile Sources

5.9.1. Unmitigated

Land Use Type	Trips/Weekday	Trips/Saturday	Trips/Sunday	Trips/Year	VMT/Weekday	VMT/Saturday	VMT/Sunday	VMT/Year
City Park	107	107	107	39,055	1,051	1,051	1,051	383,762
General Office Building	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Enclosed Parking with Elevator	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

5.10. Operational Area Sources

5.10.1. Hearths

5.10.1.1. Unmitigated

5.10.2. Architectural Coatings

Residential Interior Area Coated (sq ft)	Residential Exterior Area Coated (sq ft)	Non-Residential Interior Area Coated (sq ft)	Non-Residential Exterior Area Coated (sq ft)	Parking Area Coated (sq ft)
0	0.00	10,869	3,492	784

5.10.3. Landscape Equipment

Season	Unit	Value
Snow Days	day/yr	0.00
Summer Days	day/yr	250

5.11. Operational Energy Consumption

5.11.1. Unmitigated

Electricity (kWh/yr) and CO2 and CH4 and N2O and Natural Gas (kBTU/yr)

Land Use	Electricity (kWh/yr)	CO2	CH4	N2O	Natural Gas (kBTU/yr)
City Park	0.00	532	0.0330	0.0040	0.00
General Office Building	122,140	532	0.0330	0.0040	173,725
Enclosed Parking with Elevator	62,016	532	0.0330	0.0040	0.00

5.12. Operational Water and Wastewater Consumption

5.12.1. Unmitigated

Land Use	Indoor Water (gal/year)	Outdoor Water (gal/year)
City Park	0.00	31,166
General Office Building	1,218,187	0.00
Enclosed Parking with Elevator	0.00	0.00

5.13. Operational Waste Generation

5.13.1. Unmitigated

Land Use	Waste (ton/year)	Cogeneration (kWh/year)
City Park	0.02	0.00
General Office Building	6.37	0.00
Enclosed Parking with Elevator	0.00	0.00

5.14. Operational Refrigeration and Air Conditioning Equipment

5.14.1. Unmitigated

Land Use Type	Equipment Type	Refrigerant	GWP	Quantity (kg)	Operations Leak Rate	Service Leak Rate	Times Serviced
City Park	Other commercial A/C and heat pumps	R-410A	2,088	< 0.005	4.00	4.00	18.0

City Park	Stand-alone retail refrigerators and freezers	R-134a	1,430	0.04	1.00	0.00	1.00
General Office Building	Household refrigerators and/or freezers	R-134a	1,430	0.02	0.60	0.00	1.00
General Office Building	Other commercial A/C and heat pumps	R-410A	2,088	< 0.005	4.00	4.00	18.0

5.15. Operational Off-Road Equipment

5.15.1. Unmitigated

Equipment Type	Fuel Type	Engine Tier	Number per Day	Hours Per Day	Horsepower	Load Factor

5.16. Stationary Sources

5.16.1. Emergency Generators and Fire Pumps

Equipment Type	Fuel Type	Number per Day	Hours per Day	Hours per Year	Horsepower	Load Factor

5.16.2. Process Boilers

Equipment Type	Fuel Type	Number	Boiler Rating (MMBtu/hr)	Daily Heat Input (MMBtu/day)	Annual Heat Input (MMBtu/yr)

5.17. User Defined

Equipment Type	Fuel Type
—	—

5.18. Vegetation

5.18.1. Land Use Change

5.18.1.1. Unmitigated

Vegetation Land Use Type	Vegetation Soil Type	Initial Acres	Final Acres

5.18.1. Biomass Cover Type

5.18.1.1. Unmitigated

Biomass Cover Type	Initial Acres	Final Acres

5.18.2. Sequestration

5.18.2.1. Unmitigated

Tree Type	Number	Electricity Saved (kWh/year)	Natural Gas Saved (btu/year)

6. Climate Risk Detailed Report

6.1. Climate Risk Summary

Cal-Adapt midcentury 2040–2059 average projections for four hazards are reported below for your project location. These are under Representation Concentration Pathway (RCP) 8.5 which assumes GHG emissions will continue to rise strongly through 2050 and then plateau around 2100.

Climate Hazard	Result for Project Location	Unit
Temperature and Extreme Heat	22.5	annual days of extreme heat
Extreme Precipitation	6.00	annual days with precipitation above 20 mm
Sea Level Rise	0.00	meters of inundation depth
Wildfire	0.00	annual hectares burned

Temperature and Extreme Heat data are for grid cell in which your project are located. The projection is based on the 98th historical percentile of daily maximum/minimum temperatures from observed historical data (32 climate model ensemble from Cal-Adapt, 2040–2059 average under RCP 8.5). Each grid cell is 6 kilometers (km) by 6 km, or 3.7 miles (mi) by 3.7 mi.
Extreme Precipitation data are for the grid cell in which your project are located. The threshold of 20 mm is equivalent to about ¾ an inch of rain, which would be light to moderate rainfall if received over a full day or heavy rain if received over a period of 2 to 4 hours. Each grid cell is 6 kilometers (km) by 6 km, or 3.7 miles (mi) by 3.7 mi.

Sea Level Rise data are for the grid cell in which your project are located. The projections are from Radke et al. (2017), as reported in Cal-Adapt (2040–2059 average under RCP 8.5), and consider different increments of sea level rise coupled with extreme storm events. Users may select from four model simulations to view the range in potential inundation depth for the grid cell. The four simulations make different assumptions about expected rainfall and temperature are: Warmer/drier (HadGEM2-ES), Cooler/wetter (CNRM-CM5), Average conditions (CanESM2), Range of different rainfall and temperature possibilities (MIROC5). Each grid cell is 50 meters (m) by 50 m, or about 164 feet (ft) by 164 ft.
Wildfire data are for the grid cell in which your project are located. The projections are from UC Davis, as reported in Cal-Adapt (2040–2059 average under RCP 8.5), and consider historical data of climate, vegetation, population density, and large (> 400 ha) fire history. Users may select from four model simulations to view the range in potential wildfire probabilities for the grid cell. The four simulations make different assumptions about expected rainfall and temperature are: Warmer/drier (HadGEM2-ES), Cooler/wetter (CNRM-CM5), Average conditions (CanESM2), Range of different rainfall and temperature possibilities (MIROC5). Each grid cell is 6 kilometers (km) by 6 km, or 3.7 miles (mi) by 3.7 mi.

6.2. Initial Climate Risk Scores

Climate Hazard	Exposure Score	Sensitivity Score	Adaptive Capacity Score	Vulnerability Score
Temperature and Extreme Heat	2	0	0	N/A
Extreme Precipitation	N/A	N/A	N/A	N/A
Sea Level Rise	1	0	0	N/A
Wildfire	1	0	0	N/A
Flooding	N/A	N/A	N/A	N/A
Drought	N/A	N/A	N/A	N/A
Snowpack Reduction	N/A	N/A	N/A	N/A
Air Quality Degradation	0	0	0	N/A

The sensitivity score reflects the extent to which a project would be adversely affected by exposure to a climate hazard. Exposure is rated on a scale of 1 to 5, with a score of 5 representing the greatest exposure.
The adaptive capacity of a project refers to its ability to manage and reduce vulnerabilities from projected climate hazards. Adaptive capacity is rated on a scale of 1 to 5, with a score of 5 representing the greatest ability to adapt.
The overall vulnerability scores are calculated based on the potential impacts and adaptive capacity assessments for each hazard. Scores do not include implementation of climate risk reduction measures.

6.3. Adjusted Climate Risk Scores

Climate Hazard	Exposure Score	Sensitivity Score	Adaptive Capacity Score	Vulnerability Score
Temperature and Extreme Heat	2	1	1	3
Extreme Precipitation	N/A	N/A	N/A	N/A
Sea Level Rise	1	1	1	2
Wildfire	1	1	1	2
Flooding	N/A	N/A	N/A	N/A

Drought	N/A	N/A	N/A	N/A
Snowpack Reduction	N/A	N/A	N/A	N/A
Air Quality Degradation	1	1	1	2

The sensitivity score reflects the extent to which a project would be adversely affected by exposure to a climate hazard. Exposure is rated on a scale of 1 to 5, with a score of 5 representing the greatest exposure.
The adaptive capacity of a project refers to its ability to manage and reduce vulnerabilities from projected climate hazards. Adaptive capacity is rated on a scale of 1 to 5, with a score of 5 representing the greatest ability to adapt.
The overall vulnerability scores are calculated based on the potential impacts and adaptive capacity assessments for each hazard. Scores include implementation of climate risk reduction measures.

6.4. Climate Risk Reduction Measures

7. Health and Equity Details

7.1. CalEnviroScreen 4.0 Scores

The maximum CalEnviroScreen score is 100. A high score (i.e., greater than 50) reflects a higher pollution burden compared to other census tracts in the state.

Indicator	Result for Project Census Tract
Exposure Indicators	—
AQ-Ozone	82.5
AQ-PM	70.8
AQ-DPM	29.7
Drinking Water	84.9
Lead Risk Housing	90.1
Pesticides	10.9
Toxic Releases	76.3
Traffic	25.1
Effect Indicators	—
CleanUp Sites	73.4
Groundwater	75.7
Haz Waste Facilities/Generators	27.1

Impaired Water Bodies	23.9
Solid Waste	89.3
Sensitive Population	—
Asthma	76.1
Cardio-vascular	65.1
Low Birth Weights	68.9
Socioeconomic Factor Indicators	—
Education	84.2
Housing	51.8
Linguistic	81.2
Poverty	57.6
Unemployment	53.9

7.2. Healthy Places Index Scores

The maximum Health Places Index score is 100. A high score (i.e., greater than 50) reflects healthier community conditions compared to other census tracts in the state.

Indicator	Result for Project Census Tract
Economic	—
Above Poverty	37.93147697
Employed	58.03926601
Median HI	42.82047992
Education	—
Bachelor's or higher	4.606698319
High school enrollment	100
Preschool enrollment	49.04401386
Transportation	—
Auto Access	82.44578468
Active commuting	46.41344797

Social	—
2-parent households	36.2504812
Voting	0.949570127
Neighborhood	—
Alcohol availability	40.92133966
Park access	81.35506224
Retail density	55.85782112
Supermarket access	2.399589375
Tree canopy	19.97946875
Housing	—
Homeownership	81.12408572
Housing habitability	34.08186834
Low-inc homeowner severe housing cost burden	19.31220326
Low-inc renter severe housing cost burden	46.40061594
Uncrowded housing	11.35634544
Health Outcomes	—
Insured adults	19.196715
Arthritis	80.8
Asthma ER Admissions	28.4
High Blood Pressure	81.4
Cancer (excluding skin)	80.0
Asthma	69.3
Coronary Heart Disease	57.7
Chronic Obstructive Pulmonary Disease	76.7
Diagnosed Diabetes	26.4
Life Expectancy at Birth	33.1
Cognitively Disabled	35.0

Physically Disabled	65.4
Heart Attack ER Admissions	21.0
Mental Health Not Good	39.0
Chronic Kidney Disease	35.4
Obesity	32.0
Pedestrian Injuries	19.6
Physical Health Not Good	33.1
Stroke	64.5
Health Risk Behaviors	—
Binge Drinking	36.9
Current Smoker	51.2
No Leisure Time for Physical Activity	32.2
Climate Change Exposures	—
Wildfire Risk	0.0
SLR Inundation Area	0.0
Children	61.0
Elderly	66.3
English Speaking	25.0
Foreign-born	81.5
Outdoor Workers	37.5
Climate Change Adaptive Capacity	—
Impervious Surface Cover	26.8
Traffic Density	27.5
Traffic Access	23.0
Other Indices	—
Hardship	75.6
Other Decision Support	—

2016 Voting	25.7

7.3. Overall Health & Equity Scores

Metric	Result for Project Census Tract
CalEnviroScreen 4.0 Score for Project Location (a)	88.0
Healthy Places Index Score for Project Location (b)	30.0
Project Located in a Designated Disadvantaged Community (Senate Bill 535)	Yes
Project Located in a Low-Income Community (Assembly Bill 1550)	Yes
Project Located in a Community Air Protection Program Community (Assembly Bill 617)	No

a: The maximum CalEnviroScreen score is 100. A high score (i.e., greater than 50) reflects a higher pollution burden compared to other census tracts in the state.
b: The maximum Health Places Index score is 100. A high score (i.e., greater than 50) reflects healthier community conditions compared to other census tracts in the state.

7.4. Health & Equity Measures

No Health & Equity Measures selected.

7.5. Evaluation Scorecard

Health & Equity Evaluation Scorecard not completed.

7.6. Health & Equity Custom Measures

No Health & Equity Custom Measures created.

8. User Changes to Default Data

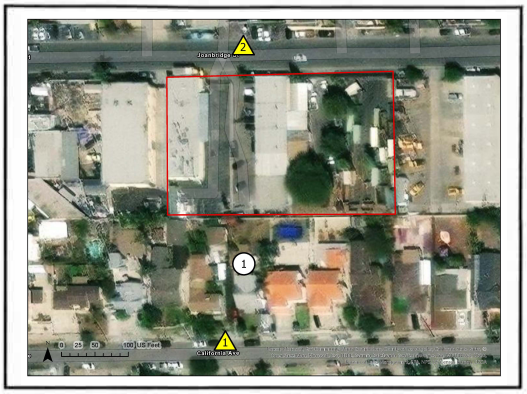
Screen	Justification
Construction: Construction Phases	Construction schedule per applicant
Operations: Vehicle Data	Per trip generation calculated in initial study
Land Use	Project Site is approximately 0.6 acres. Office building selected to account for sf associated with the indoor soccer field, gym, office spaces, meeting space, kitchen and bathrooms.

APPENDIX B

Noise and Vibration Data

NOISE MONITORING FIELD REPORT

Site Map



Project Name: Fit 7 Sports Lab Development Project

Monitoring Location: Residences South of the Project Site

Date: 11/25/2023 Site Number: 1

Measured By: Annalie Sarrieddine

Measurement Start Time: 4:09 PM

Measurement End Time: 4:24 PM

Total Measurement Time: 15 min.

Noise Meter Model: Larson Davis Soundtrack LxT Calibration: 94.0 (dBA)

Meter Setting: A-Weighted Sound Level (SLOW)

Session File Name: Lxt - Data 206

Primary Noise Sources: Vehicle Traffic, Neighborhood Activity

Data Summary

Noise Scale	Noise Level (dBA)
L_{eq}	64.3
L_{max}	83.5
L_{min}	40.7

Other Noise Sources During Monitoring

1. _____ Time: _____
2. _____ Time: _____
3. _____ Time: _____
4. _____ Time: _____
5. _____ Time: _____

Additional Notes:

_____

_____

_____

_____

_____

IMPACT SCIENCES

Measurement Report

Report Summary

Meter's File Name	LxT_Data.206.s	Computer's File Name	LxT_0005667-20230125 160925-LxT_Data.206.ldbin
Meter	LxT1 0005667	Firmware	2.302
User		Location	
Job Description			
Note			

Start Time	2023-01-25 16:09:25	Duration	0:15:00.0		
End Time	2023-01-25 16:24:25	Run Time	0:15:00.0	Pause Time	0:00:00.0
Pre-Calibration	2023-01-25 14:33:25	Post-Calibration	None	Calibration Deviation	---

Results

Overall Metrics

LA_{eq}	64.3 dB		
LAE	93.8 dB	SEA	--- dB
EA	269.2 µPa²h		
EA8	8.6 mPa²h		
EA40	43.1 mPa²h		
LA_{peak}	109.8 dB	2023-01-25 16:12:35	
LAS_{max}	83.5 dB	2023-01-25 16:16:23	
LAS_{min}	40.7 dB	2023-01-25 16:21:20	
LA_{eq}	64.3 dB		
LC_{eq}	74.1 dB	LC_{eq} - LA_{eq}	9.8 dB
LAI_{eq}	68.6 dB	LAI_{eq} - LA_{eq}	4.3 dB

Exceedances

	Count	Duration
LAS > 85.0 dB	0	0:00:00.0
LAS > 115.0 dB	0	0:00:00.0
LApeak > 135.0 dB	0	0:00:00.0
LApeak > 137.0 dB	0	0:00:00.0
LApeak > 140.0 dB	0	0:00:00.0

Community Noise

LDN	LDay	LNight
--- dB	--- dB	0.0 dB

LDEN	LDay	LEve	LNight
--- dB	--- dB	--- dB	--- dB

Any Data

	A		C		Z	
	Level	Time Stamp	Level	Time Stamp	Level	Time Stamp
L_{eq}	64.3 dB		74.1 dB		--- dB	
$L_{S(max)}$	83.5 dB	2023-01-25 16:16:23	--- dB	None	--- dB	None
$L_{S(min)}$	40.7 dB	2023-01-25 16:21:20	--- dB	None	--- dB	None
$L_{Peak(max)}$	109.8 dB	2023-01-25 16:12:35	--- dB	None	--- dB	None

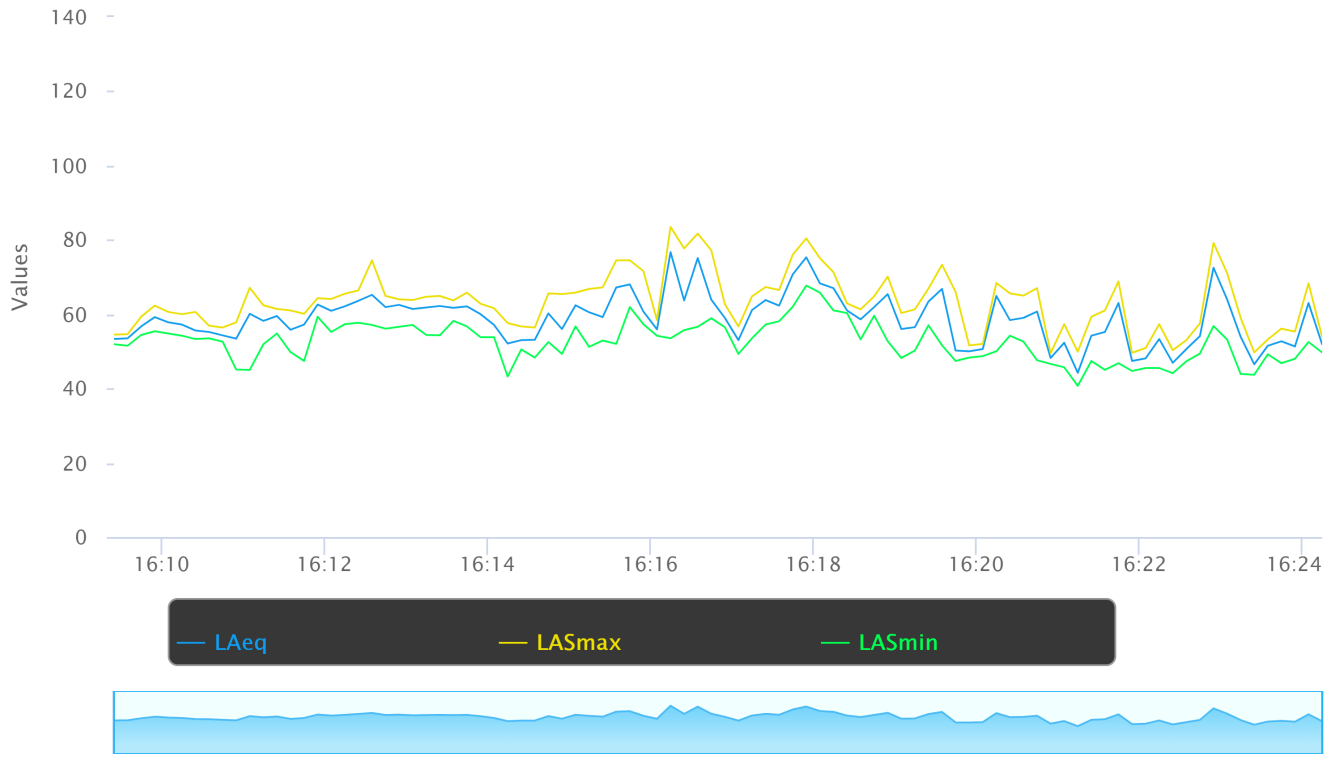
Overloads

Count	Duration	OBA Count	OBA Duration
0	0:00:00.0	0	0:00:00.0

Statistics

LAS 0.0	--- dB
LAS 0.0	--- dB
LAS 10.0	66.2 dB
LAS 33.3	60.4 dB
LAS 66.7	54.0 dB
LAS 90.0	48.5 dB

Time History



NOISE MONITORING FIELD REPORT

Site Map

Project Name: Fit 7 Sports Lab Development Project

Monitoring Location: Project Site

Date: 1/25/2023 Site Number: 2

Measured By: Annalie Sarrieddine

Measurement Start Time: 4:30 PM

Measurement End Time: 4:45 PM

Total Measurement Time: 15 min.

Noise Meter Model: Larson Davis Soundtrack LxT Calibration: 94.0 (dBA)

Meter Setting: A-Weighted Sound Level (SLOW)

Session File Name: Lxt - Data 207

Primary Noise Sources: Frequent Vehicle Traffic

Data Summary

Noise Scale	Noise Level (dBA)
L_{eq}	62.4
L_{max}	77.9
L_{min}	45.2

Other Noise Sources During Monitoring

1. _____ Time: _____
2. _____ Time: _____
3. _____ Time: _____
4. _____ Time: _____
5. _____ Time: _____

Additional Notes:

_____

_____

_____

_____

_____

IMPACT SCIENCES

Measurement Report

Report Summary

Meter's File Name	LxT_Data.207.s	Computer's File Name	LxT_0005667-20230125 163032-LxT_Data.207.ldbin
Meter	LxT1 0005667	Firmware	2.302
User		Location	
Job Description			
Note			

Start Time	2023-01-25 16:30:32	Duration	0:15:00.0		
End Time	2023-01-25 16:45:32	Run Time	0:15:00.0	Pause Time	0:00:00.0
Pre-Calibration	2023-01-25 14:33:25	Post-Calibration	None	Calibration Deviation	---

Results

Overall Metrics

LA_{eq}	62.4 dB		
LAE	91.9 dB	SEA	--- dB
EA	173.8 µPa²h		
EA8	5.6 mPa²h		
EA40	27.8 mPa²h		
LA_{peak}	97.7 dB	2023-01-25 16:36:17	
LAS_{max}	77.9 dB	2023-01-25 16:33:52	
LAS_{min}	45.2 dB	2023-01-25 16:37:37	
LA_{eq}	62.4 dB		
LC_{eq}	70.8 dB	LC_{eq} - LA_{eq}	8.4 dB
LAI_{eq}	64.4 dB	LAI_{eq} - LA_{eq}	2.0 dB

Exceedances

	Count	Duration
LAS > 85.0 dB	0	0:00:00.0
LAS > 115.0 dB	0	0:00:00.0
LApeak > 135.0 dB	0	0:00:00.0
LApeak > 137.0 dB	0	0:00:00.0
LApeak > 140.0 dB	0	0:00:00.0

Community Noise

LDN	LDay	LNight
--- dB	--- dB	0.0 dB

LDEN	LDay	LEve	LNight
--- dB	--- dB	--- dB	--- dB

Any Data

	A		C		Z	
	Level	Time Stamp	Level	Time Stamp	Level	Time Stamp
L_{eq}	62.4 dB		70.8 dB		--- dB	
$L_{S(max)}$	77.9 dB	2023-01-25 16:33:52	--- dB	None	--- dB	None
$L_{S(min)}$	45.2 dB	2023-01-25 16:37:37	--- dB	None	--- dB	None
$L_{Peak(max)}$	97.7 dB	2023-01-25 16:36:17	--- dB	None	--- dB	None

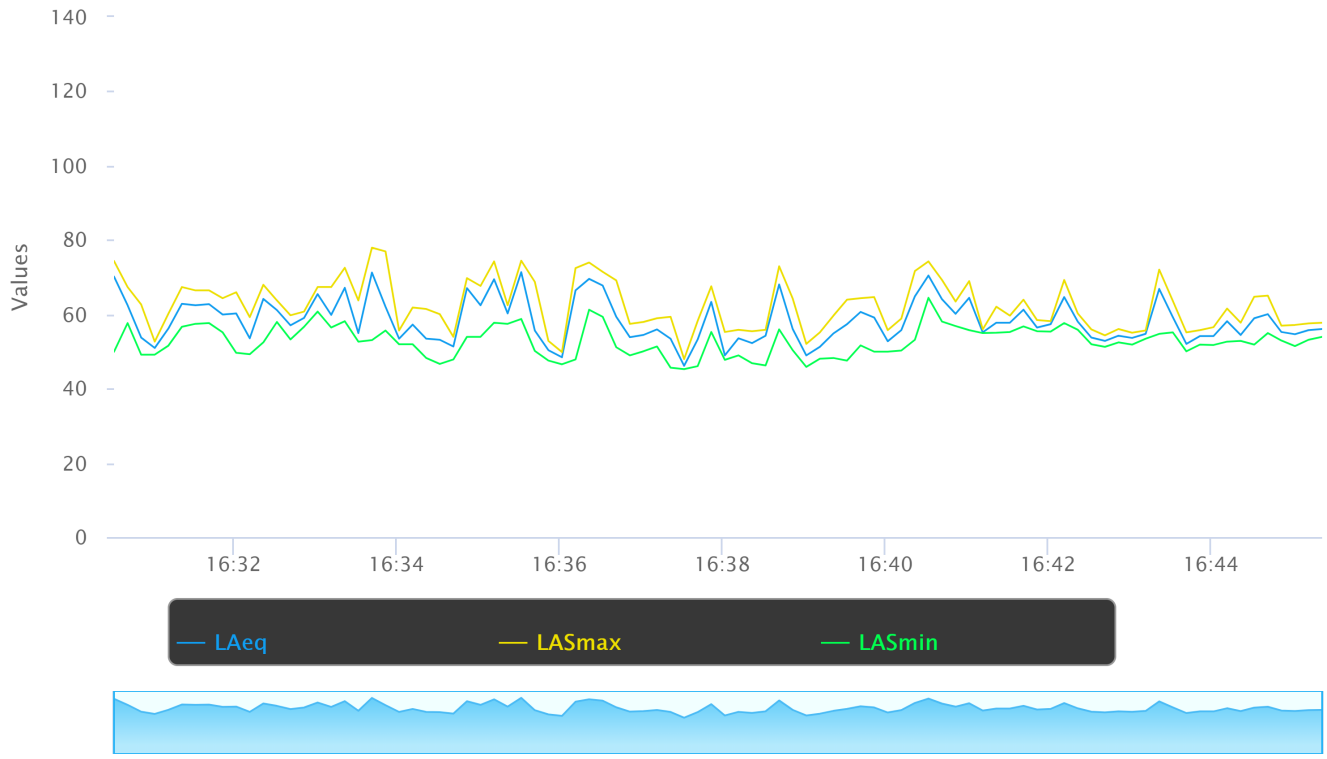
Overloads

Count	Duration	OBA Count	OBA Duration
0	0:00:00.0	0	0:00:00.0

Statistics

LAS 0.0	--- dB
LAS 0.0	--- dB
LAS 10.0	66.1 dB
LAS 33.3	58.8 dB
LAS 66.7	54.2 dB
LAS 90.0	50.0 dB

Time History



NOISE MONITORING FIELD REPORT

Site Map (Lab Five Soccer Facility - Pacoima)

Project Name: Fit 7 Sports Lab Development Project

Monitoring Location: Soccer Facility

Date: 11/25/2023 Site Number: 3 (Daytime)

Measured By: Annalie Sarrieddine

Measurement Start Time: 6:10 PM

Measurement End Time: 6:25 PM

Total Measurement Time: 15 min.

Noise Meter Model: Larson Davis Soundtrack LxT Calibration: 94.0 (dBA)

Meter Setting: A-Weighted Sound Level (SLOW)

Session File Name: Lxt_Data 208

Primary Noise Sources: Parking lot Activity, Car Horns, Music, Soccer Field Activity,

Data Summary

Noise Scale	Noise Level (dBA)
L_{eq}	64.2
L_{max}	91.8
L_{min}	41.9

Other Noise Sources During Monitoring

1. Car Honking Time: 6:15
2. _____ Time: _____
3. _____ Time: _____
4. _____ Time: _____
5. _____ Time: _____

Additional Notes:

Games were actively happening, people cheering,

IMPACT SCIENCES

Measurement Report

Report Summary

Meter's File Name	LxT_Data.208.s	Computer's File Name	LxT_0005667-20230125 181037-LxT_Data.208.ldbin
Meter	LxT1 0005667	Firmware	2.302
User		Location	
Job Description			
Note			

Start Time	2023-01-25 18:10:37	Duration	0:15:00.0		
End Time	2023-01-25 18:25:37	Run Time	0:15:00.0	Pause Time	0:00:00.0
Pre-Calibration	2023-01-25 14:33:25	Post-Calibration	None	Calibration Deviation	---

Results

Overall Metrics

LA_{eq}	64.2 dB		
LAE	93.7 dB	SEA	--- dB
EA	263.0 µPa²h		
EA8	8.4 mPa²h		
EA40	42.1 mPa²h		
LA_{peak}	112.7 dB	2023-01-25 18:14:57	
LAS_{max}	91.8 dB	2023-01-25 18:14:57	
LAS_{min}	41.9 dB	2023-01-25 18:25:37	
LA_{eq}	64.2 dB		
LC_{eq}	72.3 dB	LC_{eq} - LA_{eq}	8.1 dB
LAI_{eq}	75.1 dB	LAI_{eq} - LA_{eq}	10.9 dB

Exceedances	Count	Duration
LAS > 85.0 dB	1	0:00:02.2
LAS > 115.0 dB	0	0:00:00.0
LApeak > 135.0 dB	0	0:00:00.0
LApeak > 137.0 dB	0	0:00:00.0
LApeak > 140.0 dB	0	0:00:00.0

Community Noise	LDN	LDay	LNight
	--- dB	--- dB	0.0 dB

	LDEN	LDay	LEve	LNight
	--- dB	--- dB	--- dB	--- dB

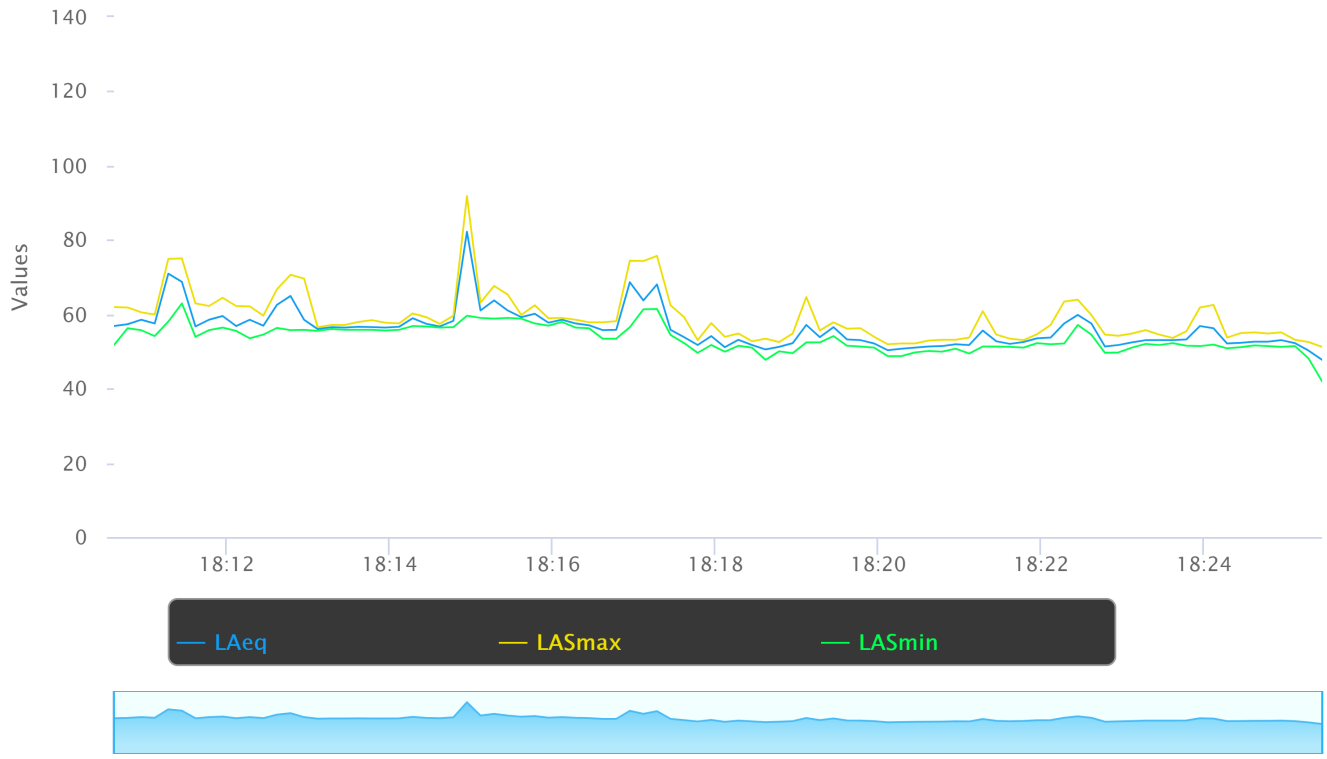
Any Data	A		C		Z	
	Level	Time Stamp	Level	Time Stamp	Level	Time Stamp
L_{eq}	64.2 dB		72.3 dB		--- dB	
$L_{S(max)}$	91.8 dB	2023-01-25 18:14:57	--- dB	None	--- dB	None
$L_{S(min)}$	41.9 dB	2023-01-25 18:25:37	--- dB	None	--- dB	None
$L_{Peak(max)}$	112.7 dB	2023-01-25 18:14:57	--- dB	None	--- dB	None

Overloads	Count	Duration	OBA Count	OBA Duration
	0	0:00:00.0	0	0:00:00.0

Statistics

LAS 0.0	--- dB
LAS 0.0	--- dB
LAS 10.0	61.4 dB
LAS 33.3	56.9 dB
LAS 66.7	52.8 dB
LAS 90.0	51.1 dB

Time History



NOISE MONITORING FIELD REPORT

Site Map (Lab Five Soccer Facility - Pacoima)

Project Name: Fit 7 Sports Lab Development Project

Monitoring Location: Soccer Facility

Date: 11/25/2023 Site Number: 3 (night)

Measured By: Annalie Sarrieddine

Measurement Start Time: 7:00 PM

Measurement End Time: 7:15 PM

Total Measurement Time: 15 min.

Noise Meter Model: Larson Davis Soundtrack LxT Calibration: 94.0 (dBA)

Meter Setting: A-Weighted Sound Level (SLOW)

Session File Name: Lxt - Data 209

Primary Noise Sources: Parking Lot Activity, Music, People Cheering

Data Summary

Noise Scale	Noise Level (dBA)
L_{eq}	60.5
L_{max}	78.3
L_{min}	46.4

Other Noise Sources During Monitoring

1. Airplane Time: 7:04
2. Car Engine Revving Time: 7:04
3. _____ Time: _____
4. _____ Time: _____
5. _____ Time: _____

Additional Notes: Car Traffic less frequent after 7PM

IMPACT SCIENCES

Measurement Report

Report Summary

Meter's File Name	LxT_Data.209.s	Computer's File Name	LxT_0005667-20230125 190045-LxT_Data.209.ldbin
Meter	LxT1 0005667	Firmware	2.302
User		Location	
Job Description			
Note			

Start Time	2023-01-25 19:00:45	Duration	0:15:00.0		
End Time	2023-01-25 19:15:45	Run Time	0:15:00.0	Pause Time	0:00:00.0
Pre-Calibration	2023-01-25 14:33:25	Post-Calibration	None	Calibration Deviation	---

Results

Overall Metrics

LA_{eq}	60.5 dB		
LAE	90.0 dB	SEA	--- dB
EA	112.2 µPa²h		
EA8	3.6 mPa²h		
EA40	18.0 mPa²h		
LA_{peak}	94.5 dB	2023-01-25 19:04:51	
LAS_{max}	78.3 dB	2023-01-25 19:04:50	
LAS_{min}	46.4 dB	2023-01-25 19:06:27	
LA_{eq}	60.5 dB		
LC_{eq}	74.9 dB	LC_{eq} - LA_{eq}	14.4 dB
LAI_{eq}	64.0 dB	LAI_{eq} - LA_{eq}	3.5 dB

Exceedances	Count	Duration
LAS > 85.0 dB	0	0:00:00.0
LAS > 115.0 dB	0	0:00:00.0
LApeak > 135.0 dB	0	0:00:00.0
LApeak > 137.0 dB	0	0:00:00.0
LApeak > 140.0 dB	0	0:00:00.0

Community Noise	LDN	LDay	LNight
	--- dB	--- dB	0.0 dB

	LDEN	LDay	LEve	LNight
	--- dB	--- dB	--- dB	--- dB

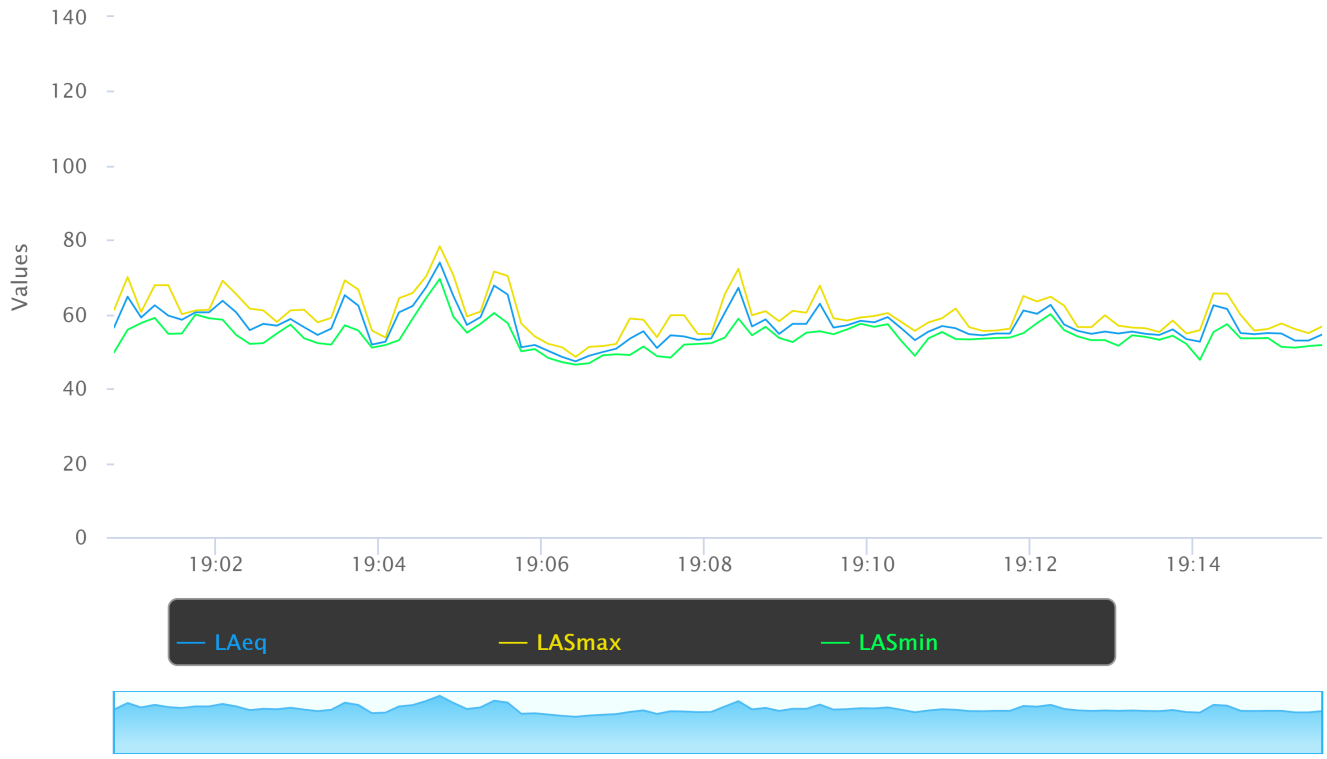
Any Data	A		C		Z	
	Level	Time Stamp	Level	Time Stamp	Level	Time Stamp
L_{eq}	60.5 dB		74.9 dB		--- dB	
$L_{S(max)}$	78.3 dB	2023-01-25 19:04:50	--- dB	None	--- dB	None
$L_{S(min)}$	46.4 dB	2023-01-25 19:06:27	--- dB	None	--- dB	None
$L_{Peak(max)}$	94.5 dB	2023-01-25 19:04:51	--- dB	None	--- dB	None

Overloads	Count	Duration	OBA Count	OBA Duration
	0	0:00:00.0	0	0:00:00.0

Statistics

LAS 0.0	--- dB
LAS 0.0	--- dB
LAS 10.0	63.3 dB
LAS 33.3	57.8 dB
LAS 66.7	54.4 dB
LAS 90.0	51.4 dB

Time History



Roadway Construction Noise Model (RCNM),Version 1.1

Report date: 1/24/2023
Case Description: Fit 7 Lab Building Construction

---- Receptor #1 ----

		Baselines (dBA)		
Description	Land Use	Daytime	Evening	Night
Residences to the South	Residential	60	60	60

Description	Impact Device	Usage(%)	Equipment Spec Lmax (dBA)	Actual Lmax (dBA)	Receptor Distance (feet)	Estimated Shielding (dBA)
Crane	No	16		80.6	25	0
Tractor	No	40	84		25	0

NOTE: Given the dynamic nature of building construction equipment, distance estimate assumes equipment would not operate closer than an average of 25 feet during a one-hour period.

		Results													
		Calculated (dBA)		Noise Limits (dBA)						Noise Limit Exceedance (dBA)					
				Day		Evening		Night		Day		Evening		Night	
Equipment		*Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq
Crane		86.6	78.6	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Tractor		90	86	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
	Total	90	86.8	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

*Calculated Lmax is the Loudest value.

Roadway Construction Noise Model (RCNM),Version 1.1

Report date: 1/24/2023
Case Description: Fit 7 Lab Demolition

		---- Receptor #1 ----		
		Baselines (dBA)		
Description	Land Use	Daytime	Evening	Night
Residences to the South	Residential	60	60	60

			Equipment			
			Spec	Actual	Receptor	Estimated
	Impact		Lmax	Lmax	Distance	Shielding
Description	Device	Usage(%)	(dBA)	(dBA)	(feet)	(dBA)
Backhoe	No	40		77.6	100	0
Tractor	No	40	84		100	0
Concrete Saw	No	20		89.6	100	0
Dozer	No	40		81.7	100	0

NOTE: Distance estimated from building demolition to nearest residential property line

				Results											
		Calculated (dBA)		Noise Limits (dBA)						Noise Limit Exceedance (dBA)					
				Day		Evening		Night		Day		Evening		Night	
Equipment		*Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq
Backhoe		71.5	67.6	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Tractor		78	74	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Concrete Saw		83.6	76.6	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Dozer		75.6	71.7	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
	Total	83.6	79.6	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

*Calculated Lmax is the Loudest value.

Roadway Construction Noise Model (RCNM),Version 1.1

Report date: 1/24/2023
Case Description: Fit 7 Lab Grading

---- Receptor #1 ----

		Baselines (dBA)		
Description	Land Use	Daytime	Evening	Night
Residences to the South	Residential	60	60	60

			Equipment				
			Spec	Actual	Receptor	Estimated	
		Impact	Lmax	Lmax	Distance	Shielding	
Description		Device	Usage(%)	(dBA)	(dBA)	(feet)	(dBA)
Grader		No	40	85		25	0
Dozer		No	40		81.7	25	0

NOTE: Given the dynamic nature of mobile grading equipment, distance estimate assumes grading equipment would not operate closer than an average of 25 feet during a one-hour period. Said another way, it is assumed equipment could operate within 25 feet for some part of 1 hour, but would also operate farther than 25 feet during a 1-hour period.

		Results													
		Calculated (dBA)		Noise Limits (dBA)						Noise Limit Exceedance (dBA)					
				Day		Evening		Night		Day		Evening		Night	
Equipment		*Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq
Grader		91	87	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Dozer		87.7	83.7	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
	Total	91	88.7	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

*Calculated Lmax is the Loudest value.

Fit 7 Lab			Residences to the South
Ref=	Reference vibration level (PPV)		
RefD=	Reference distance for Reference vibration level (Feet)		
	Vibration PPV		
	Ref=	0.089	Based on type of equipment
	RefD=	25	
	D=	15	Distance from equipment to sensitive receptor
	Equip=	0.191	
	Annoyance VdB		
	Ref=	87	Based on type of equipment
	RefD=	25	
	D=	15	Distance from equipment to sensitive receptor
	Equip=	94	

Peak demolition vibration based on utilizing a large bulldozer.

Source: FTA Tranist Noise and Vibration Impact Assessment, 2006.

APPENDIX C

Traffic Data

Prepared by National Data & Surveying Services

Trip Generation Study

Location: Lab Five Soccer Dwy, 9740 Telfair Ave
City: Pacoima, CA

Date: 8/25/2021
Day: Wednesday

TIME	Vehicle				PEDS						BIKES					
	IN		OUT		IN			OUT			IN			OUT		
	NR	SL	WL	WR	NR	SL	ET	WL	WT	WR	NR	SL	ET	WL	WT	WR
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	1	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	1	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 PM	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 PM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
6:45 PM	7	4	1	0	2	0	0	0	0	2	0	0	0	0	0	0
7:00 PM	3	9	1	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 PM	8	3	0	1	1	1	0	0	0	0	0	0	0	0	0	0
7:30 PM	6	6	0	0	0	2	0	0	0	1	0	0	0	0	0	0
7:45 PM	6	7	2	0	1	2	1	0	0	0	0	0	0	0	0	0
8:00 PM	11	1	6	2	0	1	0	0	0	0	0	0	0	0	0	0
8:15 PM	1	1	2	1	3	2	0	0	0	0	0	0	0	0	0	0
8:30 PM	0	2	3	1	0	3	0	0	0	0	0	0	0	0	0	0
8:45 PM	1	2	1	2	0	0	0	0	0	0	0	0	0	0	0	0
9:00 PM	0	1	6	4	0	0	0	3	0	1	0	0	0	0	0	0
9:15 PM	1	0	11	10	1	0	0	1	0	4	0	0	0	0	0	0
9:30 PM	0	0	7	3	0	0	0	0	0	4	0	0	0	0	0	0
9:45 PM	0	0	1	5	0	0	0	0	0	0	0	0	0	0	0	0
10:00 PM	0	1	5	4	0	0	0	0	0	2	0	0	0	0	0	0
10:15 PM	0	0	4	3	0	0	0	0	0	0	0	0	0	0	0	0
10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 PM	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0
11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Totals	*48*	*41*	*51*	*38*	*8*	*15*	*1*	*5*	*0*	*16*	*0*	*0*	*0*	*0*	*0*	*0*

For Peds and Bikes sidewalk movement

NOTE: From 4- 10 pm the trip survey traffic count total was 171 trips. This amount is for the operation of 8 fields at the Lab 5 survey site which yields a total 21.375 trips per field.

Lab Five Soccer Center Project, CEQA Class 32 Categorical Exemption Report, City of Gardena, September 2021, see Appendix A (Transportation Analysis). Available Online at: https://cityofgardena.org/wp-content/uploads/2021/10/Lab-Five-Soccer-CE-Report-and-Appendices_Final_September-29-2021.pdf. The traffic count data sheet above has been extracted from this reference study.

APPENDIX D

Cultural Resources Evaluation
(Pending SCCIC and Tribal Consultation)

South Central Coastal Information Center
California State University, Fullerton
Department of Anthropology MH-426
800 North State College Boulevard
Fullerton, CA 92834-6846
657.278.5395
California Historical Resources Information System
Los Angeles, Orange, Ventura and San Bernardino Counties
sccic@fullerton.edu

4/26/2023 SCCIC File #: 24662.10806

Eleni Getachew
Impact Sciences, Inc.
811 W. 7th Street, Suite 200
Los Angeles, CA 90017

Re: Record Search Results for the Fit 7 Sports Lab Development Project

The South Central Coastal Information Center received your records search request for the project area referenced above, located on the Baldwin Park, CA USGS 7.5' quadrangle(s). The following summary reflects the results of the records search for the project area and a ½-mile radius. The search includes a review of all recorded archaeological and built-environment resources as well as a review of cultural resource reports on file. In addition, the California Points of Historical Interest (SPHI), the California Historical Landmarks (SHL), the California Register of Historical Resources (CAL REG), the National Register of Historic Places (NRHP), and the California State Built Environment Resources Directory (BERD) listings were reviewed for the above referenced project site and a ½-mile radius. Due to the sensitive nature of cultural resources, archaeological site locations are not released.

RECORDS SEARCH RESULTS SUMMARY

Archaeological Resources* (*see Recommendations section)	Within project area: 0 Within project radius: 0
Built-Environment Resources	Within project area: 0 Within project radius: 2
Reports and Studies	Within project area: 0 Within project radius: 9
OHP Built Environment Resources Directory (BERD) 2022	Within project area: 0 Within ½-mile radius: 6
California Points of Historical Interest (SPHI) 2022	Within project area: 0 Within ½-mile radius: 0
California Historical Landmarks (SHL) 2022	Within project area: 0 Within ½-mile radius: 0
California Register of Historical Resources (CAL REG) 2022	Within project area: 0 Within ½-mile radius: 1
National Register of Historic Places (NRHP) 2022	Within project area: 0 Within ½-mile radius: 0

HISTORIC MAP REVIEW - Pomona, CA (1894, 1904) 15' USGS historic maps indicate that in 1894 there was no visible development within the project area. There were four buildings and four roads visible within the project search radius. The San Gabriel Wash ran along the northwestern edge of the project search radius. In 1904, there was little to no visible change and all previously mentioned features still remained.

RECOMMENDATIONS

**When we report that no archaeological resources are recorded in your project area or within a specified radius around the project area; that does not necessarily mean that nothing is there. It may simply mean that the area has not been studied and/or that no information regarding the archaeological sensitivity of the property has been filed at this office. The reported records search result does not preclude the possibility that surface or buried artifacts might be found during a survey of the property or ground-disturbing activities.*

The archaeological sensitivity of the project location is unknown because there are no previous studies for the subject property. Additionally, the natural ground-surface appears to be obscured by urban development; consequently, surface artifacts would not be visible during a survey. While there are currently no recorded archaeological sites within the project area, buried resources could potentially be unearthed during project activities. Therefore, customary caution and a halt-work condition should be in place for all ground-disturbing activities. In the event that any evidence of cultural resources is discovered, all work within the vicinity of the find should stop until a qualified archaeological consultant can assess the find and make recommendations. Moving or extraction of potential cultural resources should not be attempted by anyone other than a qualified cultural resources consultant. It is also recommended that the Native American Heritage Commission be consulted to identify if any additional traditional cultural properties or other sacred sites are known to be in the area. The NAHC may also refer you to local tribes with particular knowledge of potential sensitivity. The NAHC and local tribes may offer additional recommendations to what is provided here and may request an archaeological monitor. Finally, if the built-environment resources on the property are 45 years or older, a qualified architectural historian should be retained to study the property and make recommendations regarding those structures.

For your convenience, you may find a professional consultant**at www.chrisinfo.org. Any resulting reports by the qualified consultant should be submitted to the South Central Coastal Information Center as soon as possible.

**The SCCIC does not endorse any particular consultant and makes no claims about the qualifications of any person listed. Each consultant on this list self-reports that they meet current professional standards.

If you have any questions regarding the results presented herein, please contact the office at 657.278.5395 Monday through Thursday 9:00 am to 3:30 pm. Should you require any additional information for the above referenced project, reference the SCCIC number listed above when making inquiries. Requests made after initial invoicing will result in the preparation of a separate invoice.

Thank you for using the California Historical Resources Information System,

Stacy St. James

Digitally signed by Stacy St. James
Date: 2023.04.26 17:53:43 -07'00'

Isabela Kott
Assistant Coordinator, GIS Program Specialist

Enclosures:

(X) Invoice #24662.10806

Due to processing delays and other factors, not all of the historical resource reports and resource records that have been submitted to the Office of Historic Preservation are available via this records search. Additional information may be available through the federal, state, and local agencies that produced or paid for historical resource management work in the search area. Additionally, Native American tribes have historical resource information not in the California Historical Resources Information System (CHRIS) Inventory, and you should contact the California Native American Heritage Commission for information on local/regional tribal contacts.

The California Office of Historic Preservation (OHP) contracts with the California Historical Resources Information System's (CHRIS) regional Information Centers (ICs) to maintain information in the CHRIS inventory and make it available to local, state, and federal agencies, cultural resource professionals, Native American tribes, researchers, and the public. Recommendations made by IC coordinators or their staff regarding the interpretation and application of this information are advisory only. Such recommendations do not necessarily represent the evaluation or opinion of the State Historic Preservation Officer in carrying out the OHP's regulatory authority under federal and state law.