

Initial Study / Mitigated Negative Declaration

1919 Puente Avenue Billboard

CEQA Lead Agency:



City of Baldwin Park
Community Development Department
14403 East Pacific Avenue
Baldwin Park, CA 91706

Project Applicant:

Becker Boards Small, LLC
4350 East Camelback Road, Suite B-195
Phoenix, AZ 85018

CEQA Consultant:

T&B Planning, Inc.
17542 East 17th Street, Suite 100
Tustin, CA 92780

**Public Review Draft
February 10, 2017**



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**LIST OF TECHNICAL APPENDICES**

The documents identified below are included within the Technical Appendices to this Initial Study (IS) / Mitigated Negative Declaration (MND), and are herein incorporated by reference pursuant to CEQA Guidelines Section (§)15150. These documents are attached to this MND (bound separately) and also are available for review at the City of Baldwin Park, Community Development Department, 14403 East Pacific Avenue, Baldwin Park, CA 91706, during regular business hours.

- A. Sign Lighting Study
- B. Air Quality and Greenhouse Gas Emission Calculations



1.0 Introduction

This Initial Study (IS) / Mitigated Negative Declaration (MND) evaluates the 1919 Puente Avenue Billboard Project (hereafter, “Project”) proposed by Becker Boards Small, LLC (hereafter, “Project Applicant”). The Project is proposed on the northwestern corner of a 2.25-acre parcel (hereafter “Project site”) located north of the intersection of Dalewood Street and Puente Avenue and immediately south of Interstate 10 in the City of Baldwin Park, Los Angeles County, California. The Project Applicant proposes to construct and operate a dual-faced, digital/light emitting diodes (LED) billboard with associated infrastructure connections on the Project site. Under existing conditions, the property is fully developed with commercial retail land uses (i.e., Laidlaw’s Harley Davidson) to which the Project would contribute additional development in the form of a billboard.

1.1 Purpose of this Document

The Project is the subject of analysis in this document pursuant to the California Environmental Quality Act (CEQA). The content of this MND complies with all criteria, standards, and procedures of CEQA (California Public Resource Code Section 21000 et seq.) and the CEQA Guidelines (California Code of Regulations, Title 14, Division 6, Chapter 3, Section 15000 et seq.).

CEQA is a statewide environmental statute contained in Public Resources Code §§21000-21177 that applies to most public agency decisions to carry out, authorize, or approve actions that have the potential to adversely affect the environment. CEQA requires that before a public agency makes a decision to approve a project that could have one or more adverse effects on the physical environment, the agency must inform itself about the project’s potential environmental impacts, give the public an opportunity to comment on the environmental issues, and take feasible measures to avoid or reduce potential harm to the physical environment.

As defined by CEQA Guidelines §15367, the City of Baldwin Park is the Lead Agency for the proposed Project. “Lead Agency” refers to the public agency that has the principal responsibility for carrying out or approving a project. Two discretionary approvals are required of the City of Baldwin Park to implement the proposed Project: a Development Agreement between the Project Applicant and Lead Agency and a Zone Code Amendment. Administrative approvals would consist of the issuance of a building permit. These actions and other approval actions required of the City of Baldwin Park and/or other governmental agencies to fully implement the proposed Project are described in more detail in Section 3.0, Project Description. If this MND is approved by the City of Baldwin Park, Responsible and Trustee agencies with approval authorities over the Project can use this MND as the CEQA compliance document as part of their decision-making processes.

1.2 CEQA Requirements for Mitigated Negative Declarations (MNDs)

A MND is a written statement by the Lead Agency briefly describing the reasons why a proposed project, which is not exempt from the requirements of CEQA, will not have a significant effect on the environment and therefore does not require preparation of an Environmental Impact Report (EIR) (CEQA Guidelines §15371). The CEQA Guidelines require the preparation of a MND if the Initial Study prepared for a project identifies potentially significant effects, but: 1) revisions in the project plans or proposals made by, or agreed to by the applicant before a proposed MND and Initial Study are released for public review would avoid or mitigate the effects where clearly no significant effects would occur; and 2) there is no substantial evidence, in light of the whole record before the Lead Agency, that the project as revised may have a significant effect on the environment (CEQA Guidelines §15070[b]).



1.3 Format and Content of this Mitigated Negative Declaration

The following items comprise the MND in its entirety:

- 1) This document, including all Sections. Section 5.0 contains the completed Environmental Checklist/Initial Study and Section 6.0 contains the proposed Project's associated analyses, which documents the evidence relied upon to support the findings and conclusions of the Initial Study.
- 2) The Mitigation Monitoring and Reporting Program (MMRP), which lists the mitigation measures that the City of Baldwin Park has identified and imposed on the proposed Project to ensure that the Project's environmental effects are reduced to less-than-significant levels. The basis for the MMRP is found in the Environmental Checklist/Initial Study. The MMRP also indicates the required timing for the implementation of each mitigation measure, identifies the parties responsible for implementing and/or monitoring the mitigation measures, and identifies the level of significance following the incorporation of mitigation
- 3) Two technical reports are attached as *Technical Appendix A* and *Technical Appendix B*. These technical reports are also on file and available for public review at the City of Baldwin Park, Community Development Department (14403 East Pacific Avenue, Baldwin Park, CA 91706) and is hereby incorporated by reference pursuant to CEQA Guidelines §15150.
 - A. Sign Lighting Study, prepared by Watchfire, and dated September 14, 2016.
 - B. Air Quality and Greenhouse Gas Emission Calculations, prepared by Urban Crossroads, Inc., and dated October 5, 2016

1.4 Preparation and Processing of this Mitigated Negative Declaration

The City of Baldwin Park, Community Development Department, directed and supervised the preparation of this MND. Although prepared with assistance of the consulting firm T&B Planning, Inc., the content contained within and the conclusions drawn by this MND reflect the sole independent judgment of the City of Baldwin Park.

This MND and a Notice of Intent (NOI) to adopt the MND will be distributed to the following entities for a 30-day public review period: 1) organizations and individuals who have previously requested such notice in writing to the City of Baldwin Park; 2) direct mailing to the owners of property contiguous to the Project site as shown on the latest equalized assessment roll; 3) responsible and trustee agencies (public agencies that have a level of discretionary approval over some component of the proposed Project); 4) the County of Los Angeles Clerk; and 5) the California Office of Planning and Research, State Clearinghouse, for review by State agencies. The NOI identifies the location(s) where the MND and its associated MMRP and Technical Appendices are available for public review. In addition, notice of the public review period also will occur via posting of a notice at City Hall (14403 East Pacific Avenue), via standard mailing to property owners located within a 300-foot radius of the Project site, and publication in a newspaper of general circulation in the Project area. The NOI also establishes a 30-day public review period during which comments on the adequacy of the MND document may be provided to the City of Baldwin Park, Community Development Department.

Following the 30-day public review period, the City of Baldwin Park will review any and all comment letters received and determine whether any substantive comments were provided that may warrant revisions to the MND document. If substantial revisions are not necessary (as defined by CEQA Guidelines §15073.5(b)), then the MND will be finalized and forwarded to the City of Baldwin Park



Planning Commission for review as part of their deliberations concerning the proposed Project. A public hearing(s) will be held before the City's Planning Commission to consider the proposed Project and the adequacy of this MND. Public comments will be heard and considered at the hearing(s). If the MND is approved by the Planning Commission, the Project would be recommended for approval to the City of Baldwin Park City Council. If approved, City Council would adopt findings relative to the Project's environmental effects as disclosed in the MND and a Notice of Determination (NOD) will be filed with the County of Los Angeles Clerk.



2.0 Environmental Setting

2.1 Location of the Project Site

As shown on Figure 2-1, *Regional Map*, the Project site is located in the City of Baldwin Park, CA. The City of Baldwin Park is located in the south-central portion of Los Angeles County and is bordered to the north by the City of Irwindale, to the east by the City of West Covina, to the south by the City of Industry and unincorporated Los Angeles County, and to the west by the City of El Monte. The Project site is located immediately south of the Interstate 10 (I-10) freeway which transects the southern portion of the City of Baldwin Park.

The Project is proposed on the northwestern corner of the 2.25-acre Project site, located in the southeastern portion of the City of Baldwin Park. The Project site encompasses Assessor Parcel Number (APN) 8558-033-005 and is associated with the address 1919 Puente Avenue. As shown on Figure 2-2, *Vicinity Map*, the I-10 Freeway abuts the northern boundary of the Project site, and the City of West Covina is located immediately to the southeast of the Project site (opposite of Puente Avenue).

2.2 CEQA Requirements for Environmental Setting and Baseline Conditions

CEQA Guidelines §15125 establishes requirements for defining the environmental setting to which the environmental effects of a proposed project must be compared. The environmental setting is defined as "...the physical environmental conditions in the vicinity of the project, as they exist at the time the notice of preparation is published, or if no notice of preparation is published, at the time the environmental analysis is commenced..." (CEQA Guidelines § 15125[a]). The Initial Study prepared for the proposed Project (see Section 5.0 of this document) determined that an MND is the appropriate form of CEQA compliance document, which does not require a Notice of Preparation (NOP). Thus, the environmental setting for the proposed Project is the approximate date that the Project's environmental analysis commenced. The City of Baldwin Park deemed the proposed Project's application complete and commenced environmental review of the Project in January 2017. Accordingly, the environmental setting for the proposed Project is defined as the physical environmental conditions on the Project site and in the vicinity of the Project site as they existed in January 2017.

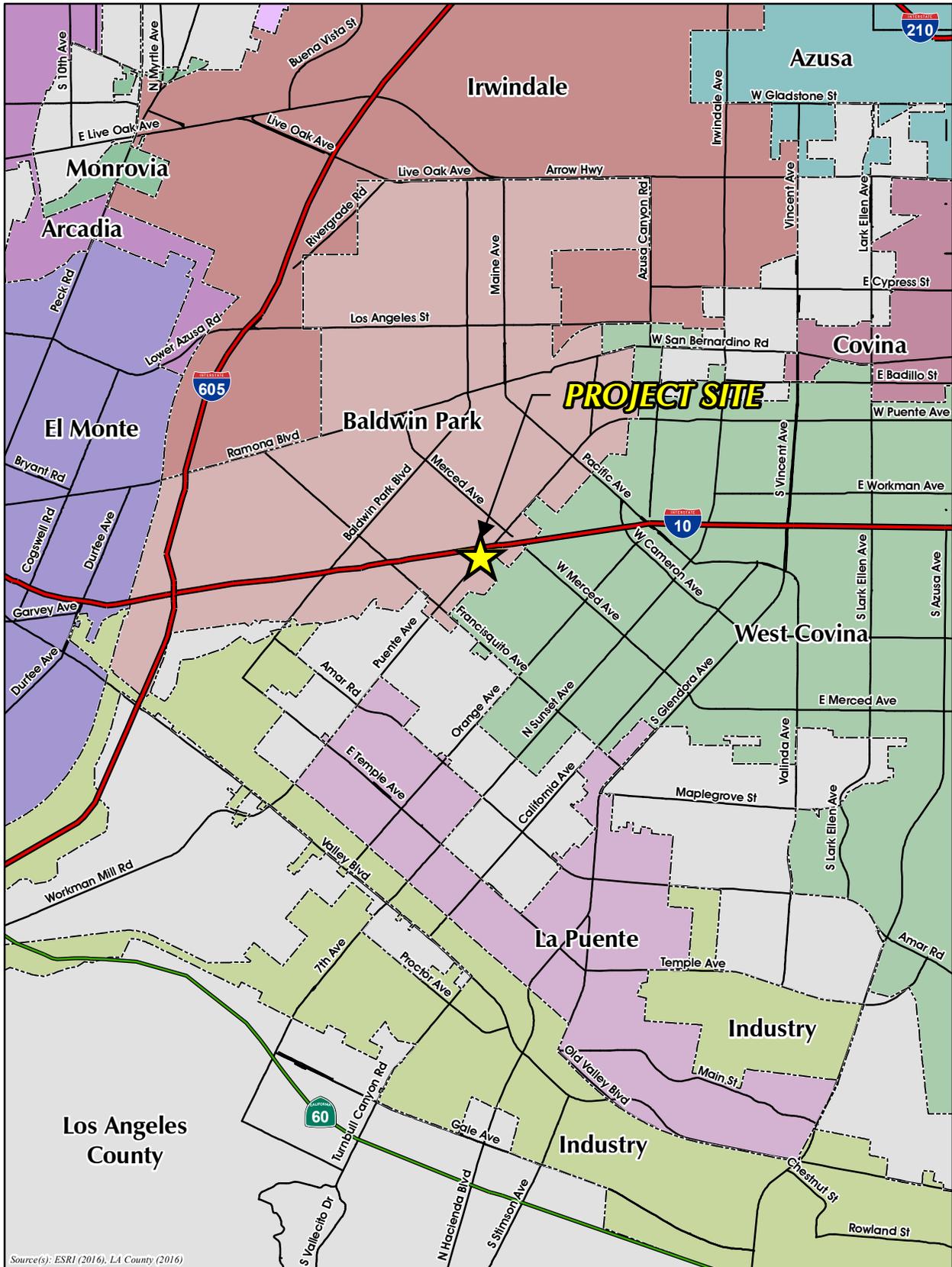
2.3 Existing Site and Area Characteristics

2.3.1 Existing Site Conditions

As shown on Figure 2-3, *Aerial Photograph*, under existing conditions, an approximately 33,200 square foot (s.f.) commercial building occupied by Laidlaw's Harley-Davidson dealership occurs on the northern portion of the Project site. An asphalt-paved parking lot with associated light fixtures is located south of the motorcycle dealership and ornamental landscaping (i.e., street trees, shrubs, etc.) occurs within the parking lot and on the southwestern and southeastern boundaries of the site along Dalewood Street and Puente Avenue. In addition, several wireless communication antennae are affixed to the roof of the Harley-Davidson dealership. A canopy structure is located on the western portion of the Project site. Wrought-iron fencing occurs along the site's southwestern and southeastern boundaries and chain-link fencing is located along northern boundary of the Project site. The northwestern corner of the Project site, where the proposed billboard would be installed, is asphalt-paved and contains a utility enclosure that is ancillary to the motorcycle dealership.

2.3.2 Site Access

Regional access to the Project site is provided via the I-10 freeway and the Puente Avenue exit ramp, located approximately 0.2-mile east of the Project site. Local roadway access to the Project site is



Source(s): ESRI (2016), LA County (2016)



Figure 2-1

REGIONAL MAP

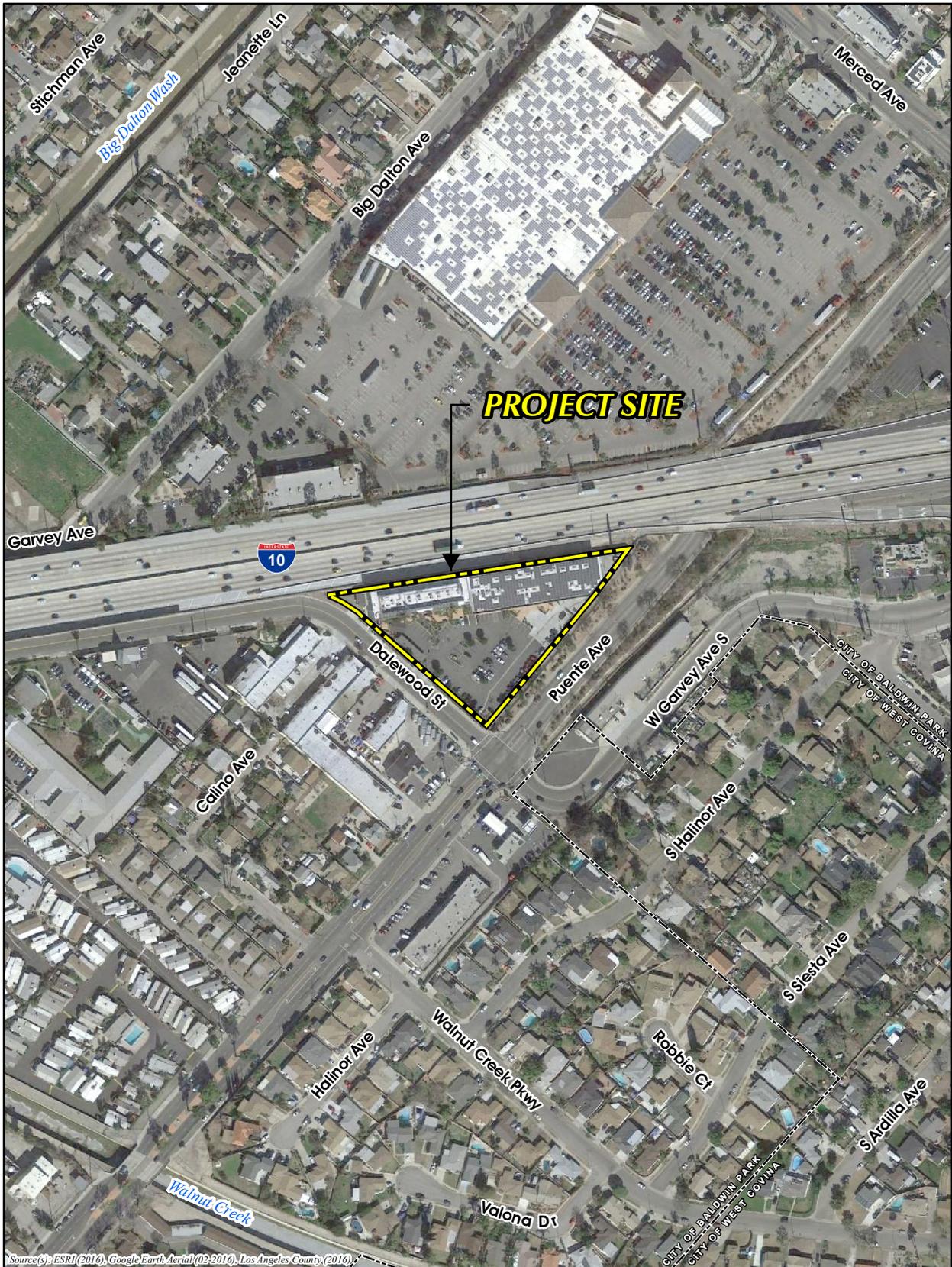


Figure 2-3

AERIAL PHOTOGRAPH



provided via an access driveway from Dalewood Street, which abuts the western boundary of the Project site. There are no driveway access points located along the Project site's eastern boundary that abuts Puente Avenue.

2.3.3 Surrounding Land Uses and Development

As shown on Figure 2-4, *Existing and Surrounding Land Uses*, the Project site is bounded on the north by the I-10 freeway, north of which is a large parking lot associated with a commercial retail center; on the southeast by Puente Avenue, east of which is an automobile repair facility and a single-family residential neighborhood; on the southwest by Dalewood Avenue, west of which are commercial retail uses and warehouses (e.g., U-Haul Rental warehouse, upholstery shop, party rental store); and to the south by the intersection of Dalewood Avenue and Puente Avenue, south of which is a gas station and additional commercial retail uses.

2.4 City Planning Context

2.4.1 City of Baldwin Park General Plan

As shown on Figure 2-5, *Existing General Plan Land Use Designations*, the Project site is designated "General Commercial (GC)" by the City's General Plan Land Use Map (Baldwin Park, 2002a, Fig. LU-6). The GC land use designation allows for a maximum floor to area ratio (FAR) of 0.25. Additionally, the Project site is located within the "Dalewood/Puente/I-10" General Plan Focus Area, which is a focus area identified by the City's General Plan as being suitable for future large-scale commercial development. (Baldwin Park, 2002a, Fig. LU-4, p. LU-17)

2.4.2 City of Baldwin Park Zoning Designations

As shown on Figure 2-6, *Existing Zoning Designations*, the Project site is zoned "Freeway Commercial (FC)". The FC zoning designation is intended to provide areas for the development of freeway-oriented, regional-serving retail and office complexes and complementary regional commercial center. (Baldwin Park, 2016, § 153.050.010)

Properties located to the north of the Project site (and north of the I-10) are zoned as FC and are located within the "Sierra Vista Overlay Zone (SV)" which allows for large-scale master-planned retail, commercial, office, industrial or mixed-use developments (Baldwin Park, 2016, § 153.090.010). The properties located to the east and west of the Project site are also zoned FC and the properties south of the Project site are zoned "General Commercial (C2)," which provides for retail, service, and entertainment land uses designed to meet the shopping and service needs of the local community. (Baldwin Park, 2016, § 153.050.010)



Source(s): ESRI (2016), Google Earth Aerial (02:2016), Los Angeles County (2016).



Figure 2-4

EXISTING AND SURROUNDING LAND USES

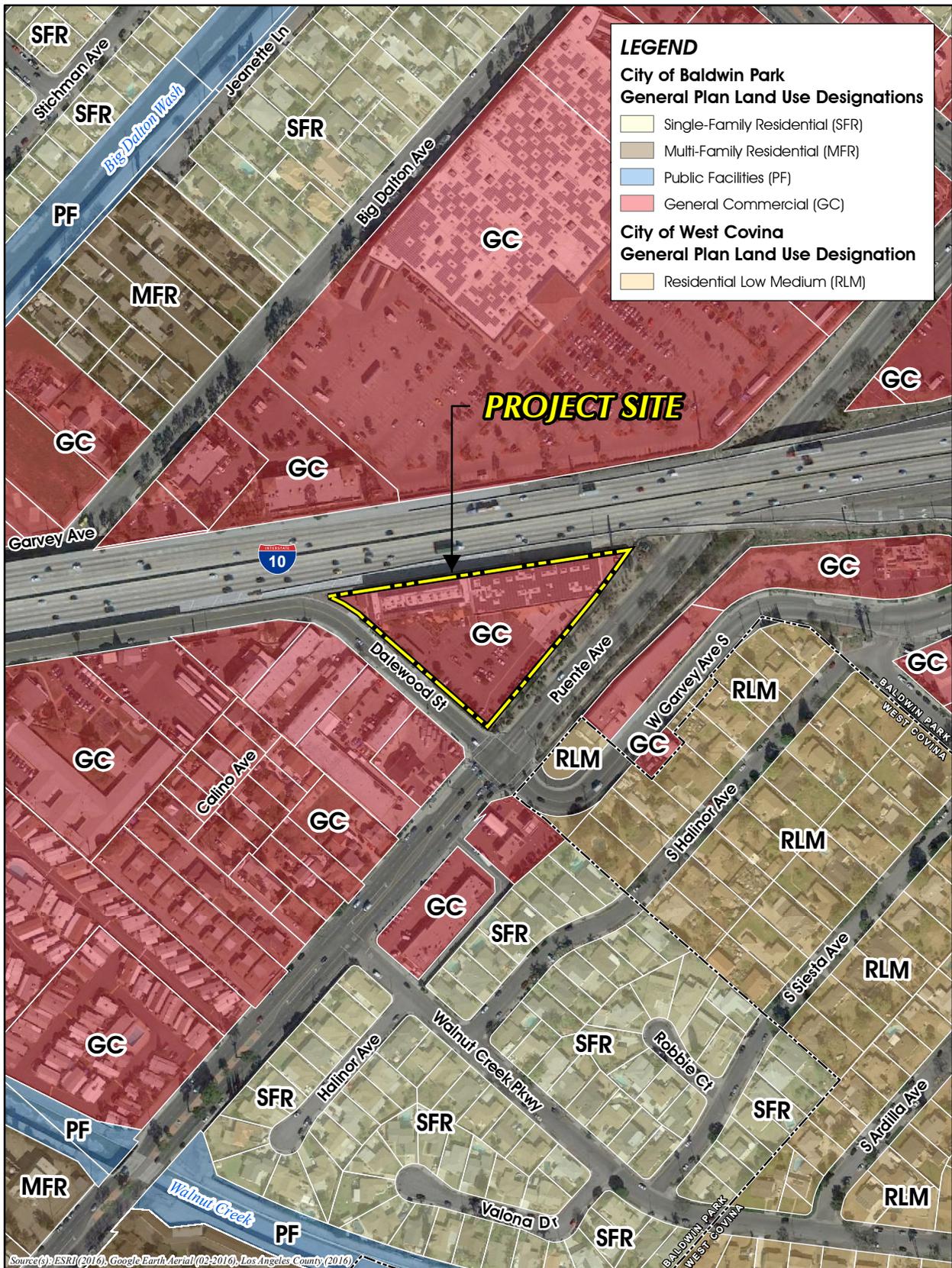
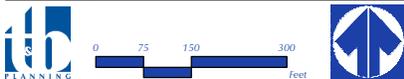


Figure 2-5



EXISTING GENERAL PLAN LAND USE DESIGNATIONS

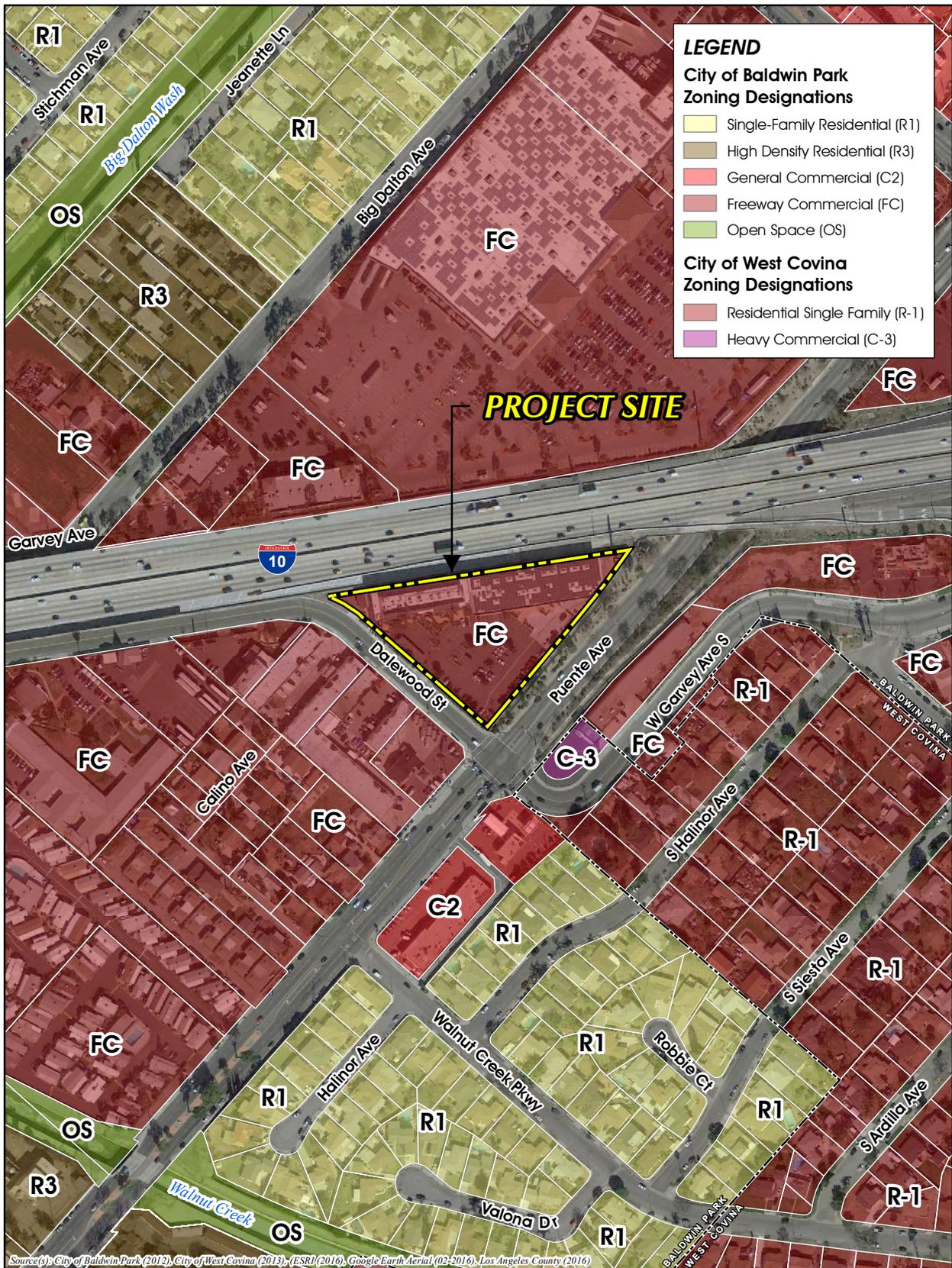
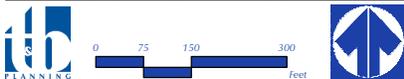


Figure 2-6



EXISTING ZONING DESIGNATIONS



3.0 Project Description

3.1 Project Overview

The Project evaluated in this MND is proposed by Becker Boards Small, LLC (the “Project Applicant”) and is referred to as “1919 Puente Avenue Billboard.” As shown in Figure 2-3, the Project is located on a 2.25-acre developed property that abuts the southern edge of the I-10 freeway, in the southeastern portion of the City of Baldwin Park. The proposed Project involves the construction of a dual-faced, digital/LED billboard with associated infrastructure connections. As shown on Figure 3-1, *Proposed Site Plan*, the Project Applicant proposes to construct the billboard on the northwest portion of the triangle-shaped site. Project operation would include displaying of alternating LED advertisements on either of side of the billboard. The Project does not propose to alter the existing on-site commercial building (occupied by Laidlaw’s Harley-Davidson motorcycle dealership and several rooftop wireless communication antennae). The operational characteristics of the Project are not expected to change the characteristics of the existing Project site in any way that could result in reasonably foreseeable environmental effects.

3.2 Project Technical / Operational Characteristics

3.2.1 Billboard Specifications

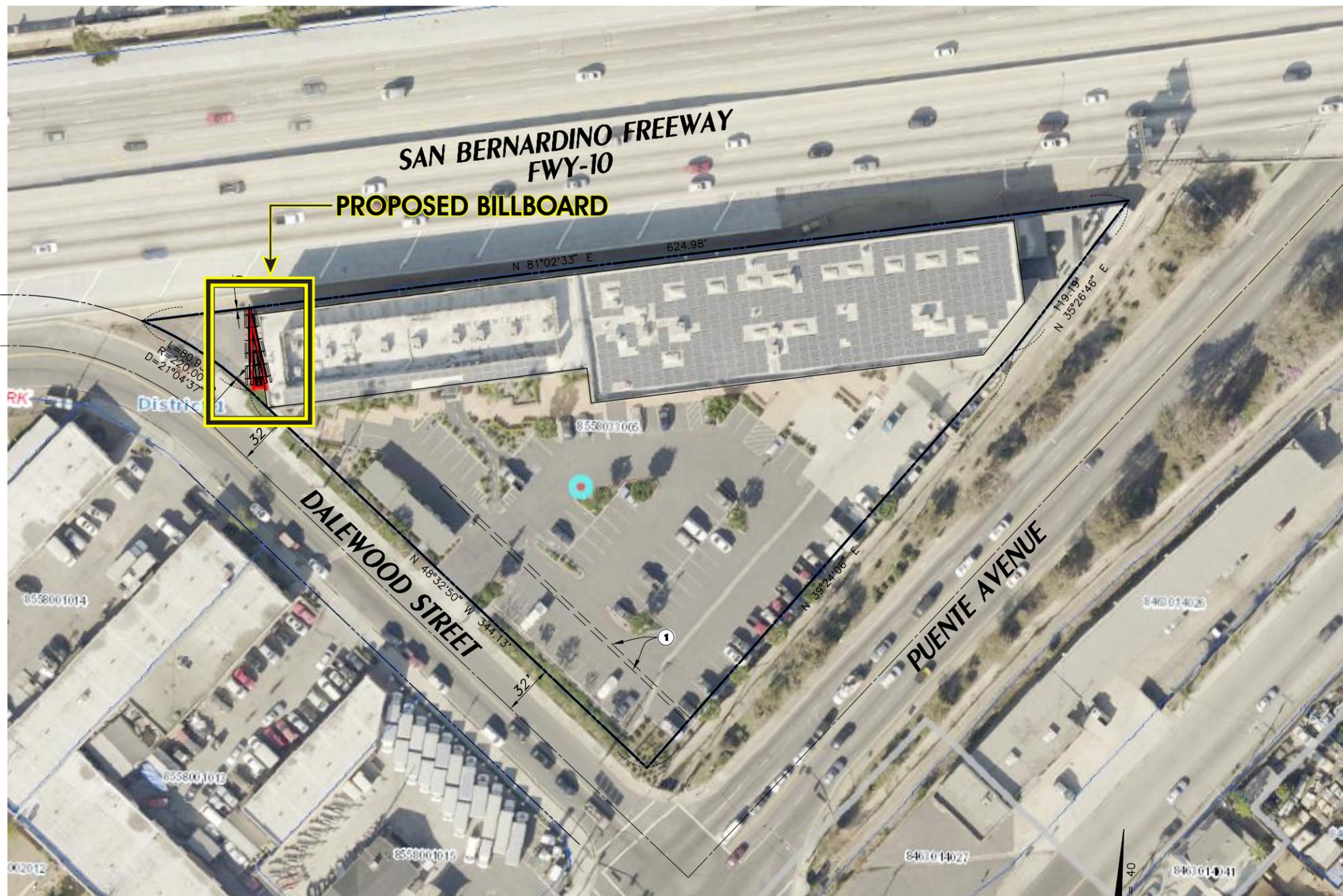
The proposed digital billboard consists of a display surface no larger than 672 square feet (sq. ft.) in active copy area that supports an image generated by LED. The digital billboard would be installed on a supporting structure which would elevate the billboard to a height of approximately 65-feet above ground. The supporting structure would have a vertical center column with two 14-foot (tall) by 48-foot (wide) digital faces oriented in a “V” shape so as to simultaneously face traffic traveling along the eastbound and westbound lanes of the I-10 freeway.

Each image projected on the billboard would be static for a period of time prior to changing to a new image. Pursuant to City of Baldwin Park Municipal Code § 153.170.105, *Digital Billboard Replacement*, the billboard would display still images for a minimum of eight consecutive seconds. No still image would contain animation, movement, or the appearance or optical illusion of movement of any part of the advertising structure. Additionally, still images would not contain flashing, scintillating lighting or the varying of light intensity. Transition time between one still image and the immediate next still image would not exceed one second. (Baldwin Park, 2016, § 153.170.105)

Pursuant to City of Baldwin Park Municipal Code § 153.170.105, lighting levels on the digital billboard would not exceed 0.3 foot candles over ambient levels, as measured using a foot candle meter at a distance of 250 feet. The billboard would be equipped with light sensors to measure ambient light levels and to adjust light intensity to respond to a change in ambient light conditions. The display, for example, would generally be brighter in the daytime than at night. (Baldwin Park, 2016, § 153.170.105) The displays advertised would be controlled remotely and would have remote maintenance software. Once the digital billboard is installed and operationally stabilized, it is anticipated that approximately six to eight visits per year would be needed for maintenance purposes.

3.3 Project Construction Characteristics

Construction activities would take less than a week to complete and construction equipment would include one drilling rig and one crane. The ultimate area of ground level disturbance would encompass an approximately 10-foot x 10-foot area.



LEGEND

- BOUNDARY LINE
- PROPERTY LINE
- EASEMENT LINE
- STREET CENTERLINE

APPLICANT:
 BECKER BOARDS SMALL, LLC
 4350 E. CAMELBACK ROAD
 SUITE B-195
 PHOENIX, ARIZONA 85018
 PHONE: (602) 312-7990
 CONTACT: JOSEPH WHITE

OWNER:
 LAIDLAW REALTY ASSOCIATES, LLC
 LAIDLAW B.P. REALTY ASSOCIATES, LLC

CIVIL ENGINEER:
 HUNSAKER & ASSOCIATES IRVINE, INC.
 PHONE: (949) 583-1010
 BEN ETEMADI
 EMAIL: BETEMADI@HUNSAKER.COM

SITE SUMMARY

GROSS AREA:	97,817 S.F.
NET AREA:	97,817 S.F.
EXISTING ZONING:	FREeway COMMERCIAL (FC)
APN:	8558-033-005
ADDRESS:	1919 PUENTE AVE., BALDWIN PARK, CA 91706

UTILITY PURVEYORS

WATER:	SAN GABRIEL VALLEY WATER COMPANY
SEWER:	L.A. COUNTY SANITATION DISTRICT
FIRE:	L.A. COUNTY FIRE DEPARTMENT
NATURAL GAS:	SOUTHERN CALIFORNIA GAS COMPANY
TELEPHONE:	AT&T
ELECTRIC:	SOUTHERN CALIFORNIA EDISON
REFUSE:	N/A
SCHOOL DISTRICT:	COMPTON UNIFIED SCHOOL DISTRICT

LEGAL DESCRIPTION:

REAL PROPERTY IN THE CITY OF BALDWIN PARK, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, DESCRIBED AS FOLLOWS:

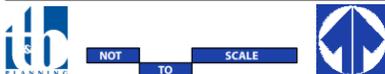
PARCEL 1 OF PARCEL MAP NO. 1068, IN THE CITY OF BALDWIN PARK, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 237, PAGE 77 OF PARCEL MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

EXCEPT THEREFROM ALL OIL, GAS, MINERALS AND OTHER HYDROCARBON SUBSTANCES LYING BELOW THE SURFACE OF SAID LAND, BUT WITH NO RIGHT OF SURFACE ENTRY THERETO, AS PROVIDED IN THE DEED RECORDED JULY 7, 1961 AS INSTRUMENT NO. 4500, OFFICIAL RECORDS.

EASEMENT NOTES:

① INDICATES A 3' WIDE EASEMENT FOR WATER PIPELINES AND INCIDENTAL PURPOSES IN FAVOR OF THE SAN GABRIEL VALLEY WATER COMPANY PER DOCUMENT RECORDED AS INSTRUMENT NO. 1321, O.R.

Source(s): Hunsaker (09-14-2016)





To construct the foundation hole, a drilling rig would drill a hole five (5) feet in diameter and 42-feet deep. The column (42 inches in diameter) would be lifted into place and inserted into the foundation hole by a crane, as concrete is poured into the foundation hole. The concrete would be a 3,000-pound mix (i.e., concrete that would withstand 3,000 pounds of pressure for 28 days without breaking) and would take approximately three days to dry. Once the concrete has completely dried, the crane would be removed from the site. Lastly, the upper structure components (i.e., billboard signage and electrical components) would be assembled on-site and a crane would lift the upper structure into place, atop the column. (Project Applicant, 2016)

Arrangements to extend electrical service to the site would be made in advance of the construction activities. If the electrical utility is provided from underneath the surface of the ground, a sleeve would be placed in the concrete foundation to accommodate electrical provision. The anticipated electricity demand required by the operation of the digital billboard would be 6,500 kWh per month. (Project Applicant, 2016)

3.4 Project-Related Approvals

3.4.1 Development Agreement DA 16-01 (City of Baldwin Park)

A Development Agreement is required by Baldwin Park Municipal Code § 153.170.105, *Digital Billboard Replacement*, because the proposed Project consists of the installation of a digital billboard within the corridor of an interstate freeway (I-10 freeway). The Development Agreement would be executed between the Project Applicant and the City of Baldwin Park strictly in relation to the proposed Project. California Government Code §§ 65864-65869.5 authorize the use of development agreements between any city, county, or city and county, with any person having a legal or equitable interest in real property for the development of the property. The Development Agreement would provide the Project Applicant with assurance that development of the Project may proceed subject to the rules and regulations in effect at the time of Project approval. The Development Agreement also would provide the City of Baldwin Park with assurance that certain obligations of the Project Applicant will be met, including, but not limited to, the following: proof of Outdoor Advertising (ODA) Display Permit approval by Caltrans, proof of property owner consent for the construction of the Project, and various technical standards regarding the construction and operation of the digital billboard. The entering into of the Development Agreement, in and of itself, would not lead to a physical change in the environment other than the foreseeable changes inherent of the construction and operation of the proposed billboard Project described in this document.

3.4.2 Zone Code Amendment No. 185

Zone Code Amendment No. 185 (AZC 185) is proposed to amend the City of Baldwin Park Municipal Code § 153.170.105 to allow for the development of static and digital billboards with a maximum height of 65 feet. Under existing conditions, Baldwin Park Municipal Code § 153.170.105(H) limits the height of static and digital billboards to 45 feet, and places a height limit of 65 feet on billboards located within 150 feet of a sound wall (Baldwin Park, 2016, § 153.170.105). Accordingly, proposed AZC 185 would amend § 153.170.105(H) to allow for the construction of billboards (static or digital) to a maximum height of 65 feet, regardless of whether the billboard is located within 150 feet of a sound wall. Although AZC 185 would effectively increase the height limit applicable to billboards on a City-wide basis, Baldwin Park Municipal Code § 153.170.105, *Digital Billboard Replacement*, requires that a Development Agreement be executed between applicants seeking the approval of a billboard and the City of Baldwin Park. Development Agreements are subject to the City's discretionary review and approval process and the provisions of CEQA. Therefore, because all future billboards would be evaluated in accordance with CEQA on a project-by-project basis, and the location of such future billboards (if any) is unknown at this time and highly speculative, this MND is properly limited to the



evaluation of environmental effects associated with the one billboard that is currently proposed by Becker Boards Small, LLC and evaluated herein. Future billboards (if any) would be subject to their own CEQA evaluations.

3.4.3 Caltrans Outdoor Advertising (ODA) Display Permit

Pursuant to the Federal Highway Beautification Act (1965) and State Outdoor Advertising Act (2014), Caltrans is responsible for regulating the placement of outdoor advertising displays visible from California Highways and performing regular reviews of outdoor advertising displays located adjacent to freeways and highways identified on the National Highway System. The Project proposes to develop a digital, dual-faced billboard adjacent to the I-10 freeway; therefore, the Project would be subject to approval of an Outdoor Advertising (ODA) Display Permit by Caltrans. The ODA Display Permit would assure that certain location and design features of the Project would be met, including, but not limited to, the following:

- The billboard must be located outside the right-of-way of any highway;
- There must be an existing business activity within 1,000 feet of the proposed billboard;
- The digital billboard must be 1,000 feet from any other digital billboard;
- The digital billboard must be 500 feet from any other static billboard; and
- The maximum display area is set at 25 feet in height by 60 feet in length. (Caltrans, 2014)

The approval of the ODA Display Permit Application, in and of itself, would not lead to a physical change in the environment other than the foreseeable changes inherent of the construction and operation of the proposed billboard Project described in this document.

3.5 Existing Environmental Characteristics

3.5.1 Air Quality

The City of Baldwin Park is located within the South Coast Air Basin (SCAB, or “Basin”), which is within the jurisdiction of the South Coast Air Quality Management District (SCAQMD). The SCAQMD identifies the City of Baldwin Park, including the Project site, as generally having better air quality than other inland portions of the Basin (SCAQMD, 2016). Regardless, the SCAQMD reports a severe air pollution problem in the SCAB as a consequence of the combination of emissions and meteorological conditions which are adverse to the dispersion of those emissions. In the SCAB, high concentrations of ozone (O₃) are normally recorded during the spring and summer months, while high concentrations of carbon monoxide (CO) are generally recorded in late fall and winter. High particulate matter concentrations can occur throughout the year, but occur most frequently in the fall and winter.

3.5.2 Topography, Geology and Soils

Under existing conditions, the parcel upon which the Project is proposed is developed with commercial uses and is located at an elevation of approximately 345 feet above mean sea level (amsl) in the southwestern portion of the site to 348 feet amsl in the northeastern portion of the site. The Project site and surrounding area is generally flat and lacking of prominent topographical features. (Google Earth Pro, 2016)

Los Angeles County, like most regions in southern California, is located in a region subject to high seismic activity and, therefore, is subject to risks and hazards associated with potentially destructive earthquakes. One of the secondary hazards of earthquakes is liquefaction, which is a phenomenon involving the loss of shear strength of a soil resulting from the increase of pore water pressure due to vibration of soil particles. Due to the depth of the groundwater table (greater than 50 feet below



ground level), the Project site and surrounding area are not likely to be subject to liquefaction hazards. (Baldwin Park, 2002b, p. 89)

3.5.3 Hydrology

Under existing conditions, storm water on the Project site generally sheet flows toward on-site catchment basins and drainage swales which then convey flows to the southwest toward the storm water catchment system in Dalewood Street where the storm water enters the City's master drainage network.

3.5.4 Biological Resources

The Project site is fully developed with an existing building, surface parking lots, ornamental landscaping, and hardscape. Animal life within the area consists of species commonly found in an urban area.

3.5.5 Historical, Archaeological, and Paleontological Resources

None of the Project site's features are included on the National Park Service (NPS) National Register of Historic Places or the California Office of Historic Preservation (OHP) Register of Historical Resources (NPS, 2014; OHP, 2016). Additionally, given the extensive ground disturbance that has occurred throughout the City, including the Project site, it is unlikely that archaeologically or paleontologically significant resources would be discovered during Project construction activities.

3.5.6 Rare and Unique Resources

As required by CEQA Guidelines Section 15125(c), "Special emphasis should be placed on resources that are rare or unique to that region and would be affected by the project." Based on the Project site's existing condition and developed nature as a motorcycle dealership, the proposed Project site does not contain any resources that are rare or unique to the region.



4.0 Project Information

1. Project Title

1919 Puente Avenue Billboard Project of Baldwin Park

2. Lead Agency Name and Address

City of Baldwin Park
Community Development Dept.
14403 East Pacific Avenue
Baldwin Park, CA 91706

3. Contact Person and Phone Number

Amy Harbin, AICP – City of Baldwin Park Planner (626) 960-4011 Extension 475

4. Project Location

The 2.25-acre Project site is located north of the intersection of Dalewood Avenue and Puente Avenue and south of the Interstate 10 Freeway in the City of Baldwin Park, California.

5. Project Applicant

Becker Boards Small, LLC
4350 E. Camelback Road, Suite B-195
Phoenix, AZ 85018

6. General Plan Designation

General Commercial (GC 0.25 FAR)

7. Zoning

Freeway Commercial (FC)

8. Description of Project:

Please refer to Section 3.0 for a detailed description of the proposed Project.

9. Surrounding Land Uses and Setting: Briefly describe the Project's surroundings:

As previously discussed in Section 2.0 and presented in Figure 2-4, the Project site is bounded on the north by the I-10 freeway, north of which is a large parking lot associated with a commercial retail center; on the southeast by Puente Avenue, east of which is a mechanic shop and a single-family residential neighborhood; on the southwest by Dalewood Avenue, west of which are commercial retail warehouses (e.g., U-Haul Rental warehouse, upholstery shop, party rental store); and to the south by the intersection of Dalewood Avenue and Puente Avenue, south of which is a gas station and additional commercial retail.



10. Other Public Agencies Whose Approval is Required (e.g., permits, financing approval, or participation agreement)

Public Agency	Approvals and Decisions
California Department of Transportation (CalTrans)	<ul style="list-style-type: none">• Approval of development/design plans pursuant to the Outdoor Advertising Act
City of Baldwin Park Building Division	<ul style="list-style-type: none">• Issuance of Building Permit



5.0 Environmental Checklist

5.1 Environmental Factors Potentially Affected

The environmental factors checked below would be potentially affected by this project, involving at least one impact that would require mitigation, as indicated by the checklist on the following pages.

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

5.2 Determination

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.	<input type="checkbox"/>
I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.	<input checked="" type="checkbox"/>
I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.	<input type="checkbox"/>
I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.	<input type="checkbox"/>
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.	<input type="checkbox"/>

Amy Harbin

Submitted by: Amy Harbin, ATCP – City Planner, Baldwin Park (Signature)

2/8/17
Date

**5.3 City of Baldwin Park Environmental Checklist Summary**

Environmental Issue Areas Examined	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
I. AESTHETICS				
Would the Project:				
a) Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
II. AGRICULTURE AND FOREST RESOURCES				
Would the Project:				
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Result in the loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
III. AIR QUALITY				
Would the Project:				
a) Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Violate any air quality standard or contribute to an existing or projected air quality violation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>



Environmental Issue Areas Examined	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
c) <i>Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) <i>Expose sensitive receptors to substantial pollutant concentrations?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) <i>Create objectionable odors affecting a substantial number of people?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
IV. BIOLOGICAL RESOURCES				
Would the Project:				
a) <i>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 Wildlife or U.S. Fish and Wildlife Service?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) <i>Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) <i>Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) <i>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 impeded the use of native wildlife nursery sites?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) <i>Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) <i>Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
V. CULTURAL RESOURCES				
Would the Project:				
a) <i>Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) <i>Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?</i>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>



Environmental Issue Areas Examined	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
c) <i>Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) <i>Disturb any human remains, including those interred outside of formal cemeteries?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) <i>Cause a substantial adverse change in the significance of a tribal cultural resource as defined in Public Resources Code § 21074?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
VI. GEOLOGY AND SOILS				
Would the Project:				
a) <i>Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
i) <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.</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
ii) <i>Strong seismic ground shaking?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii) <i>Seismic-related ground failure, including liquefaction?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iv) <i>Landslides?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) <i>Result in substantial soil erosion or the loss of topsoil?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) <i>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?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) <i>Be located on expansive soil, as defined in Table 18- 1-B of the Uniform Building Code (1994), creating substantial risks to life or property?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) <i>Have soils incapable of adequately supporting the use septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
VII. GREENHOUSE GAS EMISSIONS				
Would the Project:				
a) <i>Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) <i>Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
VIII. HAZARDS AND HAZARDOUS MATERIALS				
Would the Project:				



Environmental Issue Areas Examined	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a) <i>Create a significant hazard to the public or the environment through routine transport, use, or disposal of hazardous materials?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) <i>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?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) <i>Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) <i>Be located on a site which is included on a list of hazardous materials sites which complied pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) <i>For a project within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) <i>For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) <i>Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h) <i>Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
IX. HYDROLOGY AND WATER QUALITY				
Would the Project:				
a) <i>Violate any water quality standards or waste discharge requirements?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) <i>Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>



Environmental Issue Areas Examined		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
c)	Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d)	Substantially alter the existing drainage pattern of the site or area, including through the alteration of a course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e)	Create or contribute runoff water which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f)	Otherwise substantially degrade water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g)	Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h)	Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
i)	Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
j)	Inundation by seiche, tsunami, or mudflow?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
X. LAND USE AND PLANNING					
Would the Project:					
a)	Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b)	Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c)	Conflict with any applicable habitat conservation plan or natural community conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
XI. MINERAL RESOURCES					
Would the Project:					
a)	Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b)	Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>



Environmental Issue Areas Examined	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
XII. NOISE				
Would the project result in:				
a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
XIII. POPULATION AND HOUSING				
Would the Project:				
a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
XIV. PUBLIC SERVICES				
a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered government facilities, need for new or physically altered government facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>



Environmental Issue Areas Examined	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
XV. RECREATION				
a) <i>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?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) <i>Does the project include recreational facilities or require the construction of or expansion of recreational facilities which might have an adverse physical effect on the environment?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
XVI. TRANSPORTATION/TRAFFIC				
Would the Project:				
a) <i>Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) <i>Conflict with an applicable congestion management program, including, but not limited to level of service standard and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) <i>Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) <i>Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) <i>Result in inadequate emergency access?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) <i>Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
XVII. UTILITIES & SERVICE SYSTEMS				
Would the Project:				
a) <i>Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) <i>Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>



Environmental Issue Areas Examined	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
c) <i>Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) <i>Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) <i>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?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) <i>Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g) <i>Comply with federal, state, and local statutes and regulation related to solid waste?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
h) <i>Result in a need for new systems, or substantial alterations in power or natural gas facilities?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
i) <i>Result in a need for new systems, or substantial alterations in communication systems?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
XVIII. MANDATORY FINDINGS OF SIGNIFICANCE				
a) <i>Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major period of California history or prehistory?</i>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) <i>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.)</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) <i>Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>



6.0 Environmental Analysis

6.1 Evaluation of Environmental Impacts

6.1.1 Aesthetics

Environmental Issue Areas Examined	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the Project:				
a) <i>Have a substantial adverse effect on a scenic vista?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) <i>Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) <i>Substantially degrade the existing visual character or quality of the site and its surroundings?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) <i>Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Existing Visual Setting

As depicted on Figure 2-3, under existing conditions the Project site is fully developed. The northern portion of the Project site is developed with an approximately 33,200 s.f. commercial retail building that is currently occupied by Laidlaw's Harley-Davidson motorcycle dealership. An asphalt-paved parking lot with associated light fixtures is located south of the motorcycle dealership and ornamental landscaping (i.e., street trees, shrubs, etc.) occurs within the parking lot and on the southwestern and southeastern boundaries of the site, adjacent to Dalewood Street and Puente Avenue. A shaded canopy is also located on the western portion of the Project site. Wrought-iron fencing occurs along the site's southwest and southeast boundaries, and chain-link fencing is located along the site's northern boundary. The proposed Project evaluated herein entails the construction of a dual-faced digital billboard on the northwest portion of the Project site.

Public views of the northwest corner of the Project site are available primarily from motorists traveling along the I-10 freeway, and motorists and pedestrians traveling along Dalewood Street, and Puente Avenue. The visual character of the I-10 corridor in the vicinity of the Project site is established by views of commercial building frontages, cement dividers located along the center and shoulder of the I-10, large street trees, various commercial signage posts, chain-link fencing, and light posts located along adjacent roadways and parking lots. As shown on Figure 6-1, *View Simulation*, views of the northwest corner of the Project site experienced from the I-10 corridor consists of the frontage of the motorcycle dealership, asphalt pavement, chain-link fencing, and a utility enclosure. Views of the northwest corner of the Project site from Dalewood Street and/or Puente Avenue include frontage views of the motorcycle dealership, landscaping, a utility enclosure, and wrought-iron fencing. Views of the existing features on the northwest corner of the Project site are not available from private residential properties located southeast or southwest of the Project site. Nonetheless, impacts to private views are not a subject of consideration in this MND because the City does not have any ordinances or policies in place that protect views from privately-owned property.



PROSPECTIVE VIEW (NORTHEAST FACING) SAN BERNARDINO FREEWAY

Source(s): Becker Boards (2016)



1919 Puente Avenue Billboard
Lead Agency: City of Baldwin Park

Figure 6-1

VIEW SIMULATION



a) *Would the Project have a substantial adverse effect on a scenic vista?*

Finding: Less-than-Significant Impact: The Project site and the northwest corner of the Project site where the Project is proposed does not contribute to a scenic vista and the City of Baldwin Park General Plan does not identify any scenic vistas on the Project site or in the vicinity of the site. The nearest scenic vistas to the Project site are the San Gabriel Mountains and Hacienda Hills which would not be substantially affected by the Project. Therefore, the Project would have less-than-significant impacts on scenic vistas and no mitigation is required.

The Project site is located in a low-lying, valley floor in the southern portion of the City. The City of Baldwin Park General Plan does not identify or discuss scenic vistas throughout the City; however, the nearest potential scenic vistas within the vicinity include views of the San Gabriel Mountains, approximately 6.25 miles to the north, and the Hacienda Hills, approximately 4.0 miles to the southwest (Google Earth Pro, 2016). These distant landforms are prominently visible from the Project site's vicinity on clear days but not under typical conditions due to atmospheric haze that is common throughout the region.

With mandatory compliance with the City of Baldwin Park Municipal Code requirements for billboard signage, Project-related development would not adversely affect views of the San Gabriel Mountains from nearby public viewing areas on clear days when the mountains are visible because the maximum height of the billboard would reach 65 feet above ground and would not result in obstruction of, or substantially detract from, public views of the mountains along the horizon. Because public views of the San Gabriel Mountains would still be available from public viewing areas surrounding the Project site and the proposed digital billboard would be substantially lower in height (65 feet above existing grade), compared to the approximate 10,000-foot peak height of the mountain range, the Project would not have a substantial adverse effect on the public views of the surrounding mountains. Accordingly, the Project would result in a less-than-significant impact on the San Gabriel Mountains scenic vista. (USGS, 2004; Google Earth Pro, 2016)

The Project would have a less-than-significant impact on public views of the Hacienda Hills to the southwest of the Project site, due to the distance and orientation of the Hacienda Hills in relation to the Project site and existing intervening development. Public views of the Hacienda Hills that are available from along the abutment of the Project site's southwestern boundary with Puente Avenue would not be obstructed by future development of a billboard on the Project site, as the billboard would be located to the north of these public viewpoints.

Based on the foregoing analysis, the future development of a billboard on the northwest corner of the Project site would not have a substantial adverse effect on scenic vistas, and a less-than-significant impact would occur.

b) *Would the Project substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a State scenic highway?*

Finding: No Impact. Implementation of the proposed Project would not damage scenic resources, including but not limited to, trees, rock outcroppings, and historic buildings within a State scenic highway. The Project site is not visible from a State scenic highway. Therefore, there is no potential for impacts to occur.



Under existing conditions, the entirety of the Project site is developed, and no trees or rock outcroppings are located within the northwestern portion of the Project site proposed to be developed with the digital billboard. Accordingly, the Project would not entail the damage or removal of any trees or rock outcroppings. Additionally, the Project has no potential to damage historic buildings, as none occur on the Project site under existing conditions. Caltrans does not officially designate any scenic highways within the City of Baldwin Park or within the vicinity of the Project site, including the segment of the I-10 freeway located to the immediate north of the Project site (Caltrans, 2011). Accordingly, the proposed Project has no potential to damage scenic resources within a State scenic highway and no impact would occur.

c) *Would the Project substantially degrade the existing visual character or quality of the site and its surroundings?*

Finding: Less-than-Significant Impact. The proposed Project would not substantially degrade the existing visual character or quality of the site, and would be consistent with the existing freeway-oriented commercial land uses in the Project vicinity. A less-than-significant impact would occur and mitigation is not required.

The Project Applicant proposes to construct and operate a digital, dual-faced billboard on the northwest corner of the Project site. The Project site and the surrounding area is fully urbanized and developed with commercial and freeway-oriented land uses. The visual character of the I-10 corridor in the vicinity of the Project site is established by views of commercial building frontages, cement dividers located along the center and shoulder of the I-10, large street trees, various commercial signage posts, chain-link fencing, and lighting posts located along adjacent roadways and parking lots. Therefore, the installation and operation of a digital billboard on the site is conducive with the commercial nature of the Project area and environs located adjacent to the freeway corridor. The Project does not propose to alter the existing buildings and landscaping features on the Project site. City staff is required to review the proposed design of the billboard as part of the approval process, and design parameters will be imposed by the City based on Section 153.170 of the Zoning Code (Sign Regulations). Thus, the Project would be consistent with the commercial character of the area, and would not result in the substantial degradation of the existing visual character or quality of the site and its surroundings. Accordingly, a less-than-significant impact would occur.

d) *Would the Project create a new source of substantial light or glare which would adversely affect day or nighttime views?*

Finding: Less-than-Significant Impact. While the Project would introduce a new source of artificial light, implementation of the Project would not result in a significant source of light or glare that would adversely affect daytime or nighttime views. Accordingly, a less-than-significant impact would occur under this threshold.

Under existing conditions, the Project site is developed with commercial land uses and features exterior lighting within the parking lot and illuminated signage at the northeast portion of the Project site. Exterior lighting is also present within neighboring commercial areas to the southeast and southwest of the site. Street lights are located along Dalewood Street (to the southwest) and Puente Avenue (to the southeast). Lighting posts are located within roadways and parking lots adjacent to the I-10 corridor in the vicinity of the Project site. The proposed Project would result in an increase in ambient light generation via the projection of images on an LED interface that would be visible to motorists traveling on the I-10 freeway. Due to the height of the billboard (65 feet), all or a portion of the LED display also would be visible from nearby properties, including the residential neighborhoods located approximately



500 feet to the north, 265 feet to the southwest, and 635 feet to the southeast in relation to the Project site.

Light measurements utilize foot-candles as a unit of lighting intensity, which is the amount of light produced by a single candle when measured from one foot away (for reference, a 100-watt light bulb produces 137 foot-candles at one foot away) (Watchfire, 2016, p. 2). According to the Project's lighting study prepared by Watchfire (included herein as *Technical Appendix A*), and as shown on Figure 6-2, *Billboard Lighting Intensity (Facing West)*, and Figure 6-3, *Billboard Lighting Intensity (Facing East)*, due to the lighting direction and intensity of the proposed billboard, residential areas within the vicinity of the Project site would experience a nearly undetectable increase in ambient light as a result of the operation of the proposed digital billboard. Ambient light levels within residential neighborhoods are more heavily impacted by porch lights and landscape lights than the lighting that would be produced by the proposed billboard (Watchfire, 2016, p. 4).

Additionally, City of Baldwin Park Municipal Code § 153.170.105, *Digital Billboard Replacement*, regulates the operation of digital billboards with respect to illumination. As stated in § 153.170.105, a digital billboard shall not operate at brightness levels of more than 0.3 foot candles above ambient light, as measured using a foot candle meter at a pre-set distance of 250 feet perpendicular to the display face of the Digital Billboard. As shown on Figure 6-2 and Figure 6-3, the lighting study demonstrates that the illumination produced by the proposed billboard would not exceed 0.3 foot candles at 250 feet at any angle from its west-facing or east-facing sides. Furthermore, the billboard would be required to be equipped with a light sensing device that would automatically adjust the billboard's brightness in order to meet the light intensity requirement with respect to changes in ambient light conditions. Compliance with the aforementioned requirements and the requirements of § 153.170.105 of the City's Municipal Code would ensure that the Project does not result in substantial light and/or glare impacts.

Aesthetics: Mitigation Measures

Implementation of the proposed Project would result in less-than-significant impacts associated with aesthetics. Therefore, no mitigation measures are required.



	0 degrees	20 degrees	40 degrees	60 degrees	90 degrees
100'	0.5110	0.4216	0.2846	0.1288	0.0256
200'	0.1278	0.1054	0.0712	0.0322	0.0064
300'	0.0568	0.0468	0.0316	0.0143	0.0028
400'	0.0319	0.0264	0.0178	0.0080	0.0016
500'	0.0204	0.0169	0.0114	0.0052	0.0010

Light values in foot-candles at night under typical operation.

Source(s): Watchfire (09-14-2016)

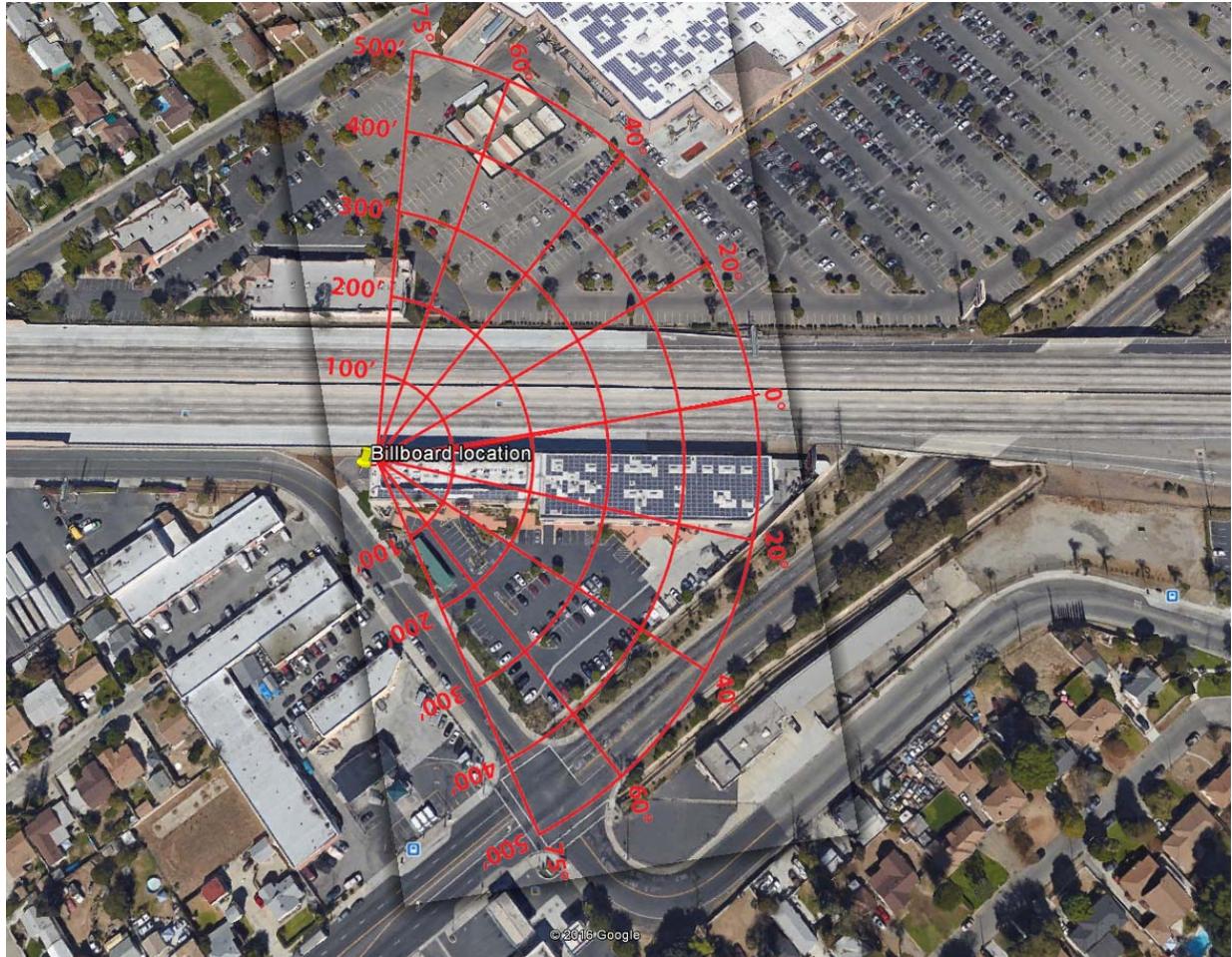


NOT TO SCALE



BILLBOARD LIGHTING INTENSITY (FACING WEST)

Figure 6-2



	0 degrees	20 degrees	40 degrees	60 degrees	90 degrees
100'	0.5110	0.4216	0.2846	0.1288	0.0256
200'	0.1278	0.1054	0.0712	0.0322	0.0064
300'	0.0568	0.0468	0.0316	0.0143	0.0028
400'	0.0319	0.0264	0.0178	0.0080	0.0016
500'	0.0204	0.0169	0.0114	0.0052	0.0010

Light values in foot-candles at night under typical operation.

Source(s): Watchfire (09-14-2016)



NOT TO SCALE



BILLBOARD LIGHTING INTENSITY (FACING EAST)

Figure 6-3

**6.1.2 Agriculture and Forestry Resources**

Environmental Issue Areas Examined	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the Project:				
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Result in the loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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?

Finding: No Impact. The Project site is completely developed with commercial land uses. In addition, the Project site does not contain any soils mapped by the California Department of Conservation (CDC) as Prime Farmland, Farmland of Statewide Importance, Unique Farmland, or Farmland of Local Importance. No impact would occur and mitigation is not required.

The City of Baldwin Park is mostly built-out and does not contain any significant agricultural resources. According to mapping conducted by the CDC as part of the Farmland Mapping & Monitoring Program (FMMP), the Project site is identified as containing "Other Land." The Project site and surrounding areas do not contain any soils mapped by the CDC as Prime Farmland, Farmland of Statewide Importance, Unique Farmland, or Farmland of Local Importance. (CDC, 2014) Accordingly, implementation of the proposed Project would not convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland) to non-agricultural use. Thus, no impact would occur and no mitigation is required.

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

Finding: No Impact. According to information available from the California Department of Conservation (CDC), there are no agricultural lands subject to a Williamson Act Contract within the City of Baldwin Park. The Project has no potential to conflict with



existing zoning for agricultural use, or a Williamson Act Contract. No impact would occur and mitigation is not required.

The Project site and areas to the north, east, and west are zoned Freeway Commercial (FC). Properties located to the south of the Project site are zoned as General Commercial (C2). There are no existing or proposed agricultural zoning designations affecting the Project site or surrounding area. As such, the Project has no potential to conflict with agricultural zoning designations, and no impact would occur.

According to information available from the California Department of Conservation (CDC), there are no agricultural lands subject to a Williamson Act Contract within the City of Baldwin Park (CDC, 2016). Accordingly, the proposed Project would not conflict with a Williamson Act contract. No impact would occur and no mitigation is required.

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))?*

Finding: No Impact. The Project site is zoned for and developed with commercial land uses. Accordingly, the proposed Project has no potential to conflict with existing forest land, timberland, or timberland zoned Timberland Production areas. No impact would occur and mitigation is not required.

The Project site and surrounding areas are developed with commercial uses under existing conditions. There are no forest resources on the Project site or within the vicinity of the Project site.

There are no lands within the City of Baldwin Park, including the Project site and properties surrounding the Project site, that are zoned for forest land, timberland, or timberland zoned Timberland Production (Baldwin Park, 2002a, Fig. LU-6). Accordingly, the proposed Project has no potential to impact properties zoned for forest land, timberland, or timberland zoned Timberland Production. As such, no impact would occur and no mitigation is required.

d) *Would the Project result in the loss of forest land or conversion of forest land to non-forest use?*

Finding: No Impact. The Project site is comprised of developed commercial land uses. Accordingly, the proposed Project would not result in the loss of forest land or conversion of forest land to non-forest use. No impact would occur and mitigation is not required.

The City of Baldwin Park, including the Project site and properties surrounding the Project site, does not contain any forest lands. Under existing conditions, the Project site is developed with commercial uses and contains only limited ornamental landscaping. Accordingly, the proposed Project has no potential to result in the loss of forest land or the conversion of forest land to non-forest use. No impact would occur and no mitigation is 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?*

Finding: No Impact. The proposed Project would not involve any changes in the existing environment which, due to their location or nature, could result in conversion of



Farmland to non-agricultural use or the conversion of forest land to non-forest use. No impact would occur and mitigation is not required.

As indicated in the analyses presented above under Thresholds a) through d), the Project site and surrounding areas do not contain any lands that are used for farmland or forest land. Accordingly, the proposed Project would not 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 the conversion of forest land to non-forest use. Thus, no impact would occur and no mitigation is required.

Agriculture and Forestry Resources: Mitigation Measures

The Project would result in no impact to agriculture and forestry resources. Therefore, no mitigation measures are required.

6.1.3 Air Quality

Environmental Issue Areas Examined	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the Project:				
a) Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Violate any air quality standard or contribute to an existing or projected air quality violation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Create objectionable odors affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Air Quality Impact Analysis

The information and analysis discussion provided within this Subsection is derived from the Project-specific Air Quality Emission Calculations prepared by Urban Crossroads and included as *Technical Appendix B* to this MND. The Air Quality Emission Calculations were prepared in order to evaluate the potential impacts to air quality associated with construction and operation of the proposed Project. The Air Quality Emission Calculations used the California Emissions Estimator Model™ (CalEEMod) to calculate construction-source and operational-source criteria pollutant emissions that would result from the Project. Criteria pollutants are pollutants that are regulated through the development of human health-based and/or environmentally-based criteria for setting permissible levels. Criteria pollutants include ozone (O₃), nitrogen oxides (NO_x), volatile organic compounds (VOCs), particulate matter less than 10 microns (PM₁₀), particulate matter less than 2.5 microns (PM_{2.5}), sulfur dioxide (SO₂), carbon monoxide (CO), reactive organic gases (ROGs), and lead.

As discussed in Section 3.5, the Project site is located within the SCAB, a 6,745-square mile sub-region of the South Coast Air Quality Management District (SCAQMD). The SCAB is bound by the Pacific



Ocean to the west; the San Gabriel, San Bernardino, and San Jacinto Mountains to the north and east, respectively; and the San Diego County line to the south.

a) *Would the Project conflict with or obstruct implementation of the applicable air quality plan?*

Finding: No Impact. The proposed Project would not conflict or obstruct implementation of the SCAQMD's 2012 Air Quality Management Plan (AQMP). No impacts would occur and mitigation is not required.

The SCAQMD has adopted a series of AQMPs to meet State and Federal ambient air quality standards. AQMPs are updated regularly in order to more effectively reduce emissions and accommodate growth. The most recent AQMP (2012) was adopted by the SCAQMD Governing Board on December 7, 2012. A 2016 update to the 2012 AQMP is in draft form, but because the 2016 update is not yet approved by the SCAQMD, 2012 AQMP is the relevant management plan. The SCAQMD established criteria for determining consistency with their AQMP, which are defined in Chapter 12, Sections 12.2 and 12.3 of the SCAQMD CEQA Air Quality Handbook and are discussed below.

- Consistency Criterion No. 1: *The Project will not result in an increase in the frequency or severity of existing air quality violations or cause or contribute to new violations, or delay the timely attainment of air quality standards or the interim emissions reductions specified in the AQMP.*
- Consistency Criterion No. 2: *The Project will not exceed the assumptions in the AQMP based on the years of Project build-out phase.*

Implementation of the proposed Project would entail the installation of a digital billboard, the construction and operation of which would not result in an increase in the frequency or severity of existing air quality violations, nor would it cause or contribute to new violations that would inhibit attainment of air quality standards specified in the AQMP. For calculations of the Project's air emissions, refer to Threshold 6.1.3(b), below. Additionally, the proposed Project would not affect any regional population, housing, and employment projections prepared for the City of Baldwin Park by SCAG, and therefore would not exceed the assumptions in the AQMP. As a result, the proposed Project would not conflict with, or obstruct the implementation of, the applicable air quality plan and no impacts would occur.

b) *Would the Project violate any air quality standard or contribute to an existing or projected air quality violation?*

Finding: Less-than-Significant Impact. Construction and operation of the Project would not violate any air quality standard or contribute to an existing or projected air quality violation. As such, no mitigation measures are necessary.

The Project site is located within the SCAB and within the jurisdiction of the SCAQMD. The SCAB does not attain State of California air quality standards for O₃, PM₁₀, or PM_{2.5}, and does not meet federal air quality standards for O₃ or PM_{2.5} (SCAQMD, 2013, Ch. 2). To identify projects that will adversely affect the region's air quality through direct and indirect sources, the SCAQMD has developed regional significance thresholds for regulated pollutants, shown below in Table 6-1, *SCAQMD Maximum Regional Daily Emissions Thresholds*. The SCAQMD's CEQA Air Quality Significance Thresholds (March 2015) indicate that any projects in the SCAB with daily regional emissions that exceed any of the indicated thresholds should be considered as having an individually and cumulatively significant air quality impact. Additionally, the SCAQMD has established that impacts to air quality are significant if there is a potential



to contribute to or cause localized exceedances of the federal and/or state ambient air quality standards (NAAQS/CAAQS). Collectively, these are referred to as Regional Significance Thresholds, which are shown in Table 6-1. Thus, if the proposed Project would produce air emissions that equal or exceed any of the criteria listed in Table 6-1, the emissions will be considered significant on both a direct and cumulative basis.

Table 6-1 SCAQMD Maximum Regional Daily Emissions Thresholds

Regional Significance Thresholds		
Pollutant	Construction	Operations
NO _x	100 lbs/day	55 lbs/day
VOC	75 lbs/day	55 lbs/day
PM ₁₀	150 lbs/day	150 lbs/day
PM _{2.5}	55 lbs/day	55 lbs/day
SO _x	150 lbs/day	150 lbs/day
CO	550 lbs/day	550 lbs/day
Lead	3 lbs/day	3 lbs/day

Source: SCAQMD Air Quality Significance Thresholds, March 2015

Air quality impacts/emissions associated with a project can be placed into two categories: temporary (short-term) or long-term emissions. Temporary (short-term) emissions are generally associated with the demolition, grading, and construction activities of the project while long-term emissions are associated with the day-to-day operation, use, and area emissions from such activities as vehicle use, consumer product use, and energy generation/consumption.

Construction-Related Air Pollutant Emissions

The Project's construction-related air pollutant emissions were calculated by Urban Crossroads, Inc. using the CalEEMod modeling program. The CalEEMod calculations are included as *Technical Appendix B*, and are presented in Table 6-2, *Summary of Construction-Related Emissions*. Table 6-2 presents the Project's calculated maximum daily construction emissions for each pollutant prior to the incorporation of mitigation or compliance with mandatory regulatory requirements. As shown in Table 6-2, the maximum daily construction-related emissions for the proposed Project would be well below the SCAQMD's significance thresholds for all regulated air pollutants. Additionally, these emissions would be short-term and cease at the completion of construction activity. As such, air quality impacts associated with construction-related emissions would be less than significant, and no mitigation is necessary.

Table 6-2 Summary of Construction-Related Emissions

Construction-Related Activities	Emissions (pounds per day)					
	VOC	NO _x	CO	SO _x	PM ₁₀	PM _{2.5}
Maximum Daily Emissions	2.07	24.68	10.86	0.03	1.06	0.91
SCAQMD Regional Threshold	75	100	550	150	150	55
Threshold Exceeded?	NO	NO	NO	NO	NO	NO

Source: (Urban Crossroads, 2016, Table 1)

Operation-Related Air Pollutant Emissions

The Project's operation-related emissions were calculated by Urban Crossroads, Inc. using the CalEEMod modeling program, and are included as *Technical Appendix B*. Table 6-3, *Summary of Operation-Related Emissions*, presents the emissions calculated to result from the day-to-day operation and maintenance of the proposed digital billboard, which includes energy source emissions, as well as mobile source emissions (vehicle operation) associated with routine maintenance of the billboard. On average, the operation of the proposed billboard would require an input of 6,500 kilowatt hours (kWh) of energy per month and would generate a maximum of one two-way trip approximately six to eight times per year (for maintenance purposes). No mitigation measures were employed in the modeling and calculation of the emissions. As shown in Table 6-3, the Project's operational emissions would not exceed the SCAQMD regional significance thresholds for any criteria pollutants. Therefore, long-term operational air quality emissions associated with the Project would be less than significant, and no mitigation is required.

Table 6-3 Summary of Operation-Related Emissions

Operational Activities (Summer and Winter Scenarios)	Emissions (pounds per day)					
	VOC	NO _x	CO	SO _x	PM ₁₀	PM _{2.5}
Total Maximum Daily Emissions	0.01	0.04	0.15	0.00	0.03	0.01
SCAQMD Regional Threshold	55	55	550	150	150	55
Threshold Exceeded?	NO	NO	NO	NO	NO	NO

Source: (Urban Crossroads, 2016, Table 2)

Based on the foregoing analyses, the construction- and operation-related emissions of the Project would not violate any air quality standard or contribute to an existing or projected air quality violation and a less-than-significant impact would occur.

- c) *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 (including releasing emissions which exceed quantitative thresholds for ozone precursors)?*

Finding: Less-than-Significant Impact. Construction and operation of the Project would not 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. Impacts would be less than significant and mitigation is not required.

As previously discussed, the SCAB does not achieve the State of California standards for O₃, PM₁₀, and PM_{2.5}, and also does not achieve federal standards for O₃ and PM_{2.5} (SCAQMD, 2013, Ch. 2). As indicated in the discussion and analysis of Threshold b) above, Project-related emissions of air pollutants would not exceed the SCAQMD's regional thresholds of significance for any criteria pollutants. Projects that produce daily emissions below the project-specific significance thresholds are considered by the SCAQMD to be less than cumulatively considerable; as such, Project-specific and cumulative significance thresholds are the same. Therefore, because the Project would not result in emissions that exceed the SCAQMD's regional thresholds of significance, the Project would not result in a cumulatively considerable net increase in emissions. Furthermore, Project-related construction activities would not exceed the SCAQMD's regional significance thresholds.



Accordingly, implementation of the Project would not substantially contribute to a net increase of any criteria pollutant for which the Project region is non-attainment or is considered an O₃ precursor; therefore, impacts would be less than significant and less than cumulatively considerable.

d) *Would the Project expose sensitive receptors to substantial pollutant concentrations?*

Finding: Less-than-Significant Impact. The Project would not expose sensitive receptors to substantial construction- or operations-related pollutant concentrations. Additionally, the Project would not result in the generation of a CO “hot spot.” Impacts would be less than significant and no mitigation is required.

A “sensitive receptor” is a person in the population who is particularly susceptible to health effects due to exposure to an air contaminant than is the population at large. Sensitive receptors and associated facilities that house them in proximity to local CO sources, toxic air contaminants, or odors are of particular concern in the evaluation of potential pollutant concentrations. Sensitive receptors include children, the elderly, persons with preexisting respiratory or cardiovascular illness, and athletes and others who engage in frequent, heavy cardiovascular exercise. Sensitive receptors located nearest the Project site include the residences located to the southeast, southwest, and northeast of the Project site.

As described in Threshold b), above, Project-related construction and operation would not produce emissions above the SCAQMD’s regional thresholds of significance. In addition, due to the nature of the Project (proposed stationary digital billboard), its trip generation would be nominal at one two-way trip approximately six to eight times per year, for billboard maintenance. A maximum of one two-way trip approximately six to eight times per year is not significant enough to result in a CO “hotspot” that could lead to an exceedance of the State’s CO standards. Accordingly, no substantial pollutant concentrations would result from the Project’s construction or operation and a less-than-significant impact to sensitive receptors would occur.

e) *Would the Project create objectionable odors affecting a substantial number of people?*

Finding: Less-than-Significant Impact. Impacts associated with odors generated during the proposed Project’s construction and long-term operation would be less than significant, and mitigation is not required.

The proposed Project would involve the construction and operation of a digital billboard, which is not a land use typically associated with emitting objectionable odors. Potential temporary odor sources associated with the construction of the proposed Project may result from construction equipment exhaust and the application of asphalt (if necessary for Project construction). Construction-related odor emissions would be temporary, short-term, and intermittent in nature and would cease upon completion of the respective phases of construction. In addition, these types of odors are common in construction activities and are not considered to be offensive or objectionable to a large portion of the population. As such, odor emissions associated with construction activities is considered less than significant. The Project’s construction-generated refuse would be stored in covered containers and removed at regular intervals in compliance with the City’s solid waste regulations. The proposed Project would also be required to comply with SCAQMD Rule 402 to prevent occurrences of public nuisances related to odors. Therefore, odors associated with construction and operation of the Project would be less than significant and no mitigation is required.

Air Quality: Mitigation Measures



The proposed Project would result in less-than-significant impacts to air quality; accordingly, mitigation measures are not required.

6.1.4 Biological Resources

Environmental Issue Areas Examined	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the Project:				
a) <i>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 Wildlife or U.S. Fish and Wildlife Service?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) <i>Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) <i>Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) <i>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 impeded the use of native wildlife nursery sites?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) <i>Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) <i>Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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 Wildlife or U.S. Fish and Wildlife Service?*

Finding: No Impact. The Project site is developed with commercial land uses, and does not contain habitat of sufficient importance to species regulated by the California Department of Fish and Wildlife (CDFW) or the U.S. Fish and Wildlife Service (USFWS).

Under existing conditions, the Project site is developed with a motorcycle dealership, asphalt-paved parking lot, ornamental landscaping, and hardscape. The proposed 10-foot by 10-foot disturbance area of on the northwestern portion of the Project site does not contain native habitat or sensitive plant



species or vegetation that serve as habitat to sensitive animal species. Accordingly, no impacts to sensitive species would occur and no mitigation measures are necessary.

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, regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?*

Finding: No Impact. The Project would have no potential to impact riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the CDFW and USFWS.

The Project site is developed with commercial land uses under existing conditions. The Project site does not contain riparian habitat or other sensitive natural communities identified in local or regional plans, policies, regulations, or by the CDFW or the USFWS. Accordingly, no impact to riparian habitat would occur.

c) *Would the Project have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?*

Finding: No Impact. The Project would have no impact on federally protected wetlands as defined by Section 404 of the Clean Water Act.

The Project site is developed with commercial land uses and does not contain any wetlands. Accordingly, the proposed Project would have no impact on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means.

d) *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 impeded the use of native wildlife nursery sites?*

Finding: No Impact. The proposed Project would not interfere with native resident or migratory fish or wildlife species movement, wildlife corridors, or native wildlife nursery sites. No impact would occur and mitigation is not required.

Under existing conditions, the Project site is developed with a motorcycle dealership, asphalt-paved parking lot, ornamental landscaping, and hardscape. Under existing conditions, the Project site does not provide habitat for native species, is not part of a terrestrial wildlife movement corridor, and does not serve as a native wildlife nursery site. The Project does not entail the removal of any trees or other vegetation where nesting birds may be present. Regardless, mandatory compliance with the federal Migratory Bird Treaty Act (MBTA) would preclude impacts to nesting birds in the unlikely event that nesting birds are present at the site during construction activities. Accordingly, implementation of the proposed Project would have no potential to interfere with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or with the use of native wildlife nursery sites.



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

Finding: No Impact. The proposed Project would not conflict with any local policies or ordinances protecting biological resources. Additionally, no trees would be removed during the Project's construction or operation phases. Therefore, no impact would occur and mitigation is not required.

The Project site is developed with commercial uses under existing conditions. No vegetation would be removed during the Project's construction or operation phases. Additionally, mandatory compliance with the federal MBTA would preclude impacts to nesting birds in the unlikely event that nesting birds are present at the site at the time of construction.

There are no other local policies or ordinances protecting biological resources that are applicable to the proposed Project; accordingly, no impact due to a conflict with any local policies or ordinances protecting biological resources would occur as a result of Project implementation.

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?*

Finding: No Impact. 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.

According to the CDFW, there are no Habitat Conservation Plans, Natural Community Conservation Plans, or other approved local, regional, or state habitat conservation plans applicable to the Project site (CDFW, 2015). Accordingly, the Project has no potential to conflict with any of the above and no impact would occur.

Biological Resources: Mitigation Measures

Implementation of the proposed Project would not result in no impact to biological resources; accordingly, mitigation measures are not required.

6.1.5 Cultural Resources

Environmental Issue Areas Examined	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the Project:				
a) <i>Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) <i>Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?</i>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) <i>Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) <i>Disturb any human remains, including those interred outside of formal cemeteries?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>



Environmental Issue Areas Examined	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
e) <i>Cause a substantial adverse change in the significance of a tribal cultural resource as defined in Public Resources Code § 21074?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

a) *Would the Project cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?*

Finding: No Impact. No significant historic resources are located on the Project site and no significant historic resources would be impacted by the construction or operation of the proposed Project. Accordingly, the proposed Project would not cause a substantial adverse change in the significance of a historical resource as defined in §15064.5 and no impact would occur.

None of the Project site's existing features are included on the National Register of Historic Places, the California Register of Historical Resources, or the California Historic Resources Information System (NPS, 2014; OHP, 2016). Thus, because the existing structure on the Project site is not on federal, State, or local lists of designated historic resources and not eligible for listing, the building is not historically significant as defined by CEQA Guidelines §15064.5 and no impact to historical resources would occur.

b) *Would the Project cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?*

Finding: Less-than-Significant Impact with Mitigation Incorporated. There is a remote potential for archaeological resources to be unearthed during the Project's ground-disturbing construction activities. Mitigation Measures MM CR-1 through MM CR-3 would ensure that impacts to any archaeological resources unearthed during construction activities are reduced to a level below significance.

There is a remote potential for archaeological resources to be unearthed during the Project's ground-disturbing construction activities. However, given the small proposed area of disturbance and the currently disturbed condition of the proposed 10-foot by 10-foot area where subsurface disturbance would occur, it is highly unlikely that resources, if unearthed, would be eligible for inclusion in the California Register of Historical Resources. Although unlikely, if significant archaeological resources are unearthed during ground disturbance activities, a potentially significant impact would occur if the resource is not properly identified and appropriately treated. Thus, mitigation is required to ensure that potentially significant archaeological resources are properly identified and appropriately treated. With implementation of Mitigation Measure MM CR-1 through MM CR-3 (see below), the Project's potential impact to archaeological resources would be reduced to levels that are less than significant.

c) *Would the Project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?*

Finding: No impact. Due to the existing fully developed nature of the Project site, and the limited excavation activity proposed as part of the Project's construction, no significant paleontological or unique geological resources are likely to be impacted.



Due to the fully developed nature of the Project site under existing conditions, the likelihood of the discovery of a unique paleontological resource or geologic feature during construction activities is considered very low. Additionally, the limited degree of excavation required to install the proposed billboard column and associated infrastructure connections would not likely result in substantial impacts to unique geologic features or surficial paleontological resources. Due to the existing disturbed character of the underlying soil at the Project site and the limited extent of excavation (a borehole 5' in diameter and 42' deep) that would be required to construct the Project, there would be no impacts to unique geologic features or surficial paleontological resources.

d) *Would the Project disturb any human remains, including those interred outside of formal cemeteries?*

Finding: No Impact. In the unlikely event that Project construction activities unearth human remains, mandatory compliance with California Health and Safety Code Section 7050.5 and California Public Resources Code Section 5097.98(b) would ensure that no impacts would occur.

The Project site is not known to have ever been used as a cemetery. The possibility of uncovering human remains during Project-related grading activities is also remote due to fact that the previous development of the site has substantially disturbed the subsurface of the site. Pursuant to California Health and Safety Code Section 7050.5, in the unlikely event human remains are encountered during ground-disturbing activities, no further disturbance shall occur until the County Coroner has made the necessary findings as to origin. Pursuant to California Public Resources Code Section 5097.98(b), remains shall be left in place and free from disturbance until a final decision as to the treatment and disposition has been made by the Coroner. If the Coroner determines the remains to be Native American, the California Native American Heritage Commission (NAHC) must be contacted and the NAHC must then immediately notify the "most likely descendant(s)" of receiving notification of the discovery. The most likely descendant(s) shall then make recommendations within 48 hours, and engage in consultations concerning the treatment of the remains as provided in Public Resources Code Section 5097.98. Mandatory compliance with these requirements would ensure that potential impacts associated with the discovery of human remains would not occur.

e) *Cause a substantial adverse change in the significance of a tribal cultural resource as defined in Public Resources Code § 21074*

Finding: Less-than-Significant Impact. There is a remote potential for archaeological resources to be unearthed during the Project's ground-disturbing construction activities; however, it is highly unlikely that resources, if unearthed, would be eligible for inclusion in the California Register of Historical Resources. As such, and in consideration of the mitigation measures associated with Threshold b), impacts would be less than significant.

The provisions of Public Resources Code § 21074 were established pursuant to Assembly Bill 52 (AB 52). Pursuant to § 11(c) of AB 52, the provisions of AB 52 apply to projects that have a notice of preparation (NOP) or a notice of negative declaration or mitigated negative declaration filed on or after July 1, 2015. Accordingly, the Project is subject to the provisions of AB 52.

As part of the AB 52 consultation processes required by State law, the City of Baldwin Park sent notification of the proposed Project on November 23, 2016 to the Native American tribes with possible traditional or cultural affiliation to the area. On December 13, 2016, the Gabrieleño Band of Mission Indians - Kizh Nation (herein, "Tribe") responded by letter to the City of Baldwin Park. The response letter from the Tribe did not identify any tribal cultural resources known to exist on the Project site; however, the Tribe requested that a certified Native American Monitor of the Tribe be on-site during



Project-related ground disturbances in order to protect cultural resources potentially encountered. The City of Baldwin Park did not receive a response from any other Native American tribes within the allotted 30-day response period that concluded on December 23, 2016.

According to CEQA Statute § 21074(a), “Tribal cultural resources” are either of the following:

(1) Sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe that are either of the following:

(A) Included or determined to be eligible for inclusion in the California Register of Historical Resources.

(B) Included in a local register of historical resources as defined in subdivision (k) of Section 5020.1.

(2) 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 Section 5024.1 [listing in the California Register of Historical Resources]. In applying the criteria set forth in subdivision (c) of Section 5024.1 for the purposes of this paragraph, the lead agency shall consider the significance of the resource to a California Native American tribe.

As indicated above in Threshold b), there is a remote potential for archaeological resources to be unearthed during the Project’s ground-disturbing construction activities; however, given the small area to be disturbed by the Project and the disturbed nature of the fully developed site, it is highly unlikely that archaeological resources, if unearthed, would be eligible for inclusion in the California Register of Historical Resources. Further, there are no features on the Project that indicate that the resources that may be unearthed, if any, would qualify as tribal cultural resources under the Public Resources Code definition. As such, and in consideration of the mitigation measures associated with Threshold b), impacts would be less than significant.

Cultural Resources: Mitigation Measures

MM CR-1: Archaeological Monitoring. Prior to the issuance of a grading permit, the Project Applicant or construction contractor shall provide evidence to the City of Baldwin Park that the construction site supervisors and crew members involved with grading and trenching operations are trained to recognize archaeological resources, should such resources be unearthed during ground-disturbing construction activities. If a suspected archaeological resource is identified on the property, the construction supervisor shall be required by his contract to immediately halt subsurface ground-disturbing activities and seek identification and evaluation of the suspected resource by a professional archaeologist. This requirement shall be noted on all grading plans and the construction contractor shall be obligated to comply with the note. The archaeologist shall evaluate the suspected resource and make a determination of significance pursuant to California Public Resources Code Section 15064.5(a). If the resource is not a significant archaeological resource, further mitigation is not required. If the resource is significant, Mitigation Measure MM CR-3 shall apply.

MM CR-2: Native American Monitoring. Prior to the commencement of ground-disturbing activities or grading permits, the Project Applicant shall provide evidence to the City of Baldwin Park that Native American representatives from the Gabrieleño Band of Mission Indians - Kizh Nation shall be allowed to monitor earth-moving activities and have received or will receive a minimum 15 days’ advance notice of ground-disturbing activities in previously undisturbed soils.

MM CR-3: Addressing Significant Archaeological Resources. If a significant archaeological resource(s) is discovered, the archaeological monitor, representative of the Gabrieleño Band of Mission Indians -



Kizh Nation, the Project Applicant, and the City of Baldwin Park Community Development Department shall confer regarding mitigation of the discovered resource(s) pursuant to California Public Resources Code Section 21083.2. A treatment plan shall be prepared, approved by the City of Baldwin Park Community Development Department, and implemented by the archaeologist.

6.1.6 Geology and Soils

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

- a) Would the Project expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:
 - i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.
 - ii) Strong seismic ground shaking?
 - iii) Seismic-related ground failure, including liquefaction?
 - iv) Landslides?

Finding: Less-than-Significant Impact. With mandatory adherence to the 2016 California Building Code the proposed Project would not significantly expose people or structures to potential adverse effects, including the risk of loss, injury, or death involving 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, strong seismic ground shaking, seismic-related ground failure (including liquefaction), and landslides. Impacts would be less than significant and no mitigation is required.

- a.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*

There are no known faults on the Project site and the Project site is not located within an Alquist-Priolo earthquake fault zone (USGS, 2016). As such, there is no potential for ground rupture at the site.

- a.ii) *Strong seismic ground shaking*

Southern California is a seismically active area and properties in the City of Baldwin Park, including the Project site, are subject to periodic ground shaking and other effects from earthquake activity along nearby and regional faults. Fault zones in the regional vicinity with the potential to cause moderate ground shaking in the City of Baldwin Park include the San Andreas Fault Zone, the Sierra Madre Fault Zone, the Newport-Inglewood Fault, the Norwalk Fault, and the Whittier Fault (USGS, 2016).

Similar to all other development projects within Southern California, the Project has the potential to expose people or structures to adverse effects associated with seismic events. The Project would be required to comply with the most current California Building Code (CBC), which requires the incorporation of special structural design standards to attenuate hazards associated with credible seismic ground shaking events that are anticipated in the Project area. Compliance with applicable requirements of the CBC would be assured through future City review of construction permits, which would require that strong seismic ground shaking effects are attenuated. As such, impacts would be less than significant and mitigation is not required.

- a.iii) *Seismic-related ground failure, including liquefaction*

The Project site is located within a current mapped California Liquefaction Hazard Zone (CDC, 1999). Liquefaction typically occurs in loose granular and cohesionless soils with shallow groundwater (within approximately 50 feet below ground surface [bgs]). During an earthquake, distortion of soil mass occurs and pore pressure increases resulting in a decrease in bearing capacity. After dissipation of the excess pore pressures, the saturated soils tend to settle. According to the City's General Plan EIR, data provided by water service providers in Baldwin Park indicate that the depth to groundwater throughout the City is greater than 50 feet bgs; therefore, the potential for liquefaction hazard is low (Baldwin Park, 2002b, p. 89). Nonetheless, compliance with applicable requirements of the CBC would be assured through future City review of construction permits, which would require that strong seismic ground shaking effects, that may lead to liquefaction are attenuated. As such, impacts would be less than significant and mitigation is not required.

- a.iv) *Landslides*

The Project site is not located within a current mapped California Earthquake-Induced Landslide Hazard Zone (CDC, 1999). Additionally, the Project site and surrounding area is generally flat and lacking of prominent topographical features. As such, no impacts related to landslide would occur and mitigation is not required.



b) *Would the Project result in substantial soil erosion or the loss of topsoil?*

Finding: No Impact. The proposed Project would not result in substantial soil erosion or the loss of topsoil. No impacts related to soil erosion or loss of topsoil would occur and no mitigation is required.

Under existing conditions, the entirety of the Project site is developed and limited excavation would be required for installation of the billboard support column and associated utility connections. Project excavation would remove approximately 589.05 cubic feet of soil from the northwestern corner of the Project site; however, excavated soil would not remain on-site and would immediately be transported to the Puente Hills Landfill, located 4.1 miles southwest of the Project site. Given the currently developed character of the Project site, the limited area of disturbance, and the fact that excavated soil would not be left on-site to erode, no impacts related to soil erosion or loss of topsoil would be anticipated. Additionally, the long-term operation of the Project as a digital billboard would not result in increased erosion effects and would not increase the volume or velocity of water discharged from the site. Accordingly, no impacts related to soil erosion or loss of topsoil would occur and no mitigation is 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?*

Finding: Less-than-Significant Impact. The proposed Project would not be located on a geologic unit or soil that is unstable that would potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse. Mandatory compliance with the CBC would result in less than significant impacts and no mitigation would be required.

Potential landslide, lateral spreading, soil stability, and liquefaction hazards are addressed above under the discussion and analysis of Thresholds a) and b). As discussed under Thresholds a) and b), with mandatory compliance with applicable requirements and standards of the CBC, impacts due to landslides and liquefaction would be less than significant and mitigation is not required. Additionally, the entirety of the Project site is fully developed and the likelihood for the Project to be subject to unstable soils is low. The billboard column is proposed to be secured to a footing installed at a depth of 42 feet bgs to ensure stability. Based on the foregoing analysis, and with mandatory compliance with the CBC requirements, the proposed Project would result in less-than-significant impacts due to unstable soil conditions that could result in on- or off-site landslides, lateral spreading, subsidence, liquefaction, and collapse.

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

Finding: No Impact. The Project would not be subject to substantial risks to life or property associated with expansive soils. No impact would occur and mitigation is not required.

The Project site is fully developed under existing conditions. Additionally, no new grading or significant excavation activities would not be required as part of the construction of the proposed billboard. The billboard column is proposed to be secured in a 42-foot deep footing to ensure stability. Accordingly, the Project would not create a substantial risk to life or property associated with expansive soils, and no impact would occur.



e) *Would the Project have soils incapable of adequately supporting the use septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?*

Finding: No Impact. No septic tanks or alternative waste water disposal systems would be utilized by the Project or are proposed as part of the Project; accordingly, no impact due to soils incapable of supporting such systems would occur. Mitigation is not required.

The proposed Project is a digital billboard, and would not utilize septic tanks or alternative wastewater disposal systems. Accordingly, no impact would occur.

Geology and Soils: Mitigation Measures

Implementation of the proposed Project would not result in potentially significant impacts to geology and/or soils; accordingly, mitigation measures are not required.

6.1.7 Greenhouse Gas Emissions

Environmental Issue Areas Examined	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the Project:				
a) <i>Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) <i>Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Global Climate Change

Global Climate Change (GCC) is defined as the change in average meteorological conditions on the Earth with respect to temperature, precipitation, and storms. These historical changes to the Earth’s climate have occurred naturally without human influence, as in the case of an ice age. However, many scientists believe that the climate shift taking place since the industrial revolution (1900) is occurring at a quicker rate and magnitude than in the past. Scientific evidence suggests that GCC is the result of increased concentrations of GHGs in the Earth’s atmosphere, including carbon dioxide, methane, nitrous oxide, and fluorinated gases. Many scientists believe that this increased rate of climate change is the result of GHGs resulting from human activity and industrialization over the past 200 years.

An individual project like the proposed Project cannot generate enough GHG emissions to effect a discernible change in global climate. However, the proposed Project may participate in the potential for GCC by its incremental contribution of GHGs combined with the cumulative increase of all other sources of GHGs, which when taken together constitute potential influences on GCC.

Greenhouse Gases

GHGs are gases that trap heat in the atmosphere, and are released into the atmosphere by both natural and anthropogenic (human) activity. Emissions of carbon dioxide (CO₂), methane (CH₄), and nitrous oxide (N₂O) are the primary contributors to GCC from development projects. Although other substances such as fluorinated gases also contribute to GCC, sources of fluorinated gases are not well-defined and no accepted emissions factors or methodology exist to accurately calculate these gases.



GHGs have varying global warming potential (GWP) values; GWP values represent the potential of a gas to trap heat in the atmosphere.

Determination of Significance Thresholds

In 2012, SCAQMD released a draft guidance for greenhouse gas emission thresholds for residential and commercial projects, which presents the following thresholds for evaluating GHG emissions from such projects:

- Tier 1: If the project is exempt under existing statutory or categorical exemptions there is a presumption of “less-than-significant” impacts with respect to climate change.
- Tier 2: If the project’s GHG emissions are within the GHG budgets in an approved regional plan (plans consistent with CEQA sections 15064(h)(3), 15125(d), or 15152(s)), there is a presumption of “less-than-significant” impacts with respect to climate change.
- Tier 3: Consists of screening values at the discretion of the lead agency; however, they should be consistent for all projects within its jurisdiction. Project-related construction emissions should be amortized over 30 years and should be added back the project’s operational emissions. The following thresholds are proposed for consideration:
 - 3,000 metric tons of carbon dioxide equivalent (MTCO₂e) per year for all land use types; or
 - 3,500 MTCO₂e per year for residential; 1,400 MTCO₂e per year for commercial; or 3,000 MTCO₂e per year for mixed-use projects.
- Tier 4: Does the project meet one of the following performance standards? If yes, there is a presumption of “less-than-significant” impacts with respect to climate change.
 - Option 1: Reduce emissions from business as usual by a certain percentage (currently undefined);
 - Option 2: Early implementation of applicable AB 32 Scoping Plan measures; or
 - Option 3: A project-level efficiency target of 4.8 MTCO₂e per service population as a 2020 target and 3.0 MTCO₂e per service population as a 2035 target. The recommended plan-level target for 2020 is 6.6 MTCO₂e and the plan level target for 2035 is 4.1 MTCO₂e.
- Tier 5: Involves mitigation offsets to achieve target significance thresholds.

According to the SCAQMD’s proposed GHG screening threshold for stationary source emissions described in the SCAQMD’s *Interim CEQA GHG Significance Threshold for Stationary Sources, Rules and Plans* (“SCAQMD Interim GHG Threshold”), a screening threshold of 3,000 MTCO₂e per year to determine if additional analysis is required as an acceptable approach for small non-industrial projects. The City of Baldwin Park has not adopted its own numeric threshold of significance for determining impacts with respect to GHG emissions. Therefore, for purposes of analysis herein, the proposed Project may have a significant adverse impact on GHG emissions if it would generate GHG emissions that exceed the SCAQMD’s proposed 3,000 MTCO₂e per year screening threshold for all land use types (Tier 3).



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

Finding: Less-than-Significant Impact. The Project would result in GHG emissions that are below the significance screening threshold of 3,000 MTCO₂e/year. Thus, the Project's emissions of GHGs would be less than significant and mitigation is not required.

Urban Crossroads, Inc. utilized the CalEEMod modeling program to calculate GHG emissions from Project-related construction and operational sources. The calculated Project-related GHG emissions (unmitigated) are presented below in Table 6-4, *Total Project Greenhouse Gas Emissions*. As shown in Table 6-4, operational activities associated with the proposed Project would result in emissions of CO₂, CH₄, and N₂O strictly from energy source emissions from the Project's electricity demand and mobile source emissions as a result of billboard maintenance visits (six to eight times per year). As shown in Table 6-4, the Project-related construction and operation would produce approximately 23.07 MTCO₂e per year from GHG emissions. This calculation was derived from the amortization of Project-related construction emissions over 30 years which were added back to the Project's operational emissions. The proposed Project's estimated GHG emissions of 23.07 MTCO₂e per year would be less than the SCAQMD's interim threshold of 3,000 MTCO₂e per year. Therefore, the proposed Project would result in a less-than-significant impact to GHG emissions, and mitigation is not required.

Table 6-4 Total Project Greenhouse Gas Emissions

Emission Source	Emissions (metric tons per year)			
	CO ₂	CH ₄	N ₂ O	Total CO ₂ e
Construction-related emissions	0.23	6.57E-05	--	0.23
Energy ^A	18.87	1.03E-03	2.10E-04	18.96
Mobile Sources ^B	3.88	1.60E-04	0	3.88
Total CO₂e (All Sources)	23.07 CO₂e			
SCAQMD Threshold	3,000 CO₂e			
Significant?	NO			

Note: Totals obtained from CalEEMod™ and may not total 100% due to rounding.

Table results include scientific notation "E" is used to represent *times ten raised to the power of*

^A Includes combustion emissions associated with natural gas and electricity.

^B Includes emissions from operation of motor vehicles by construction and maintenance employees.

Source: (Urban Crossroads, 2016, Table 3)

b) *Would the Project conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?*

Finding: No Impact. The proposed Project would comply with all applicable plans, policies, and regulations adopted for the purpose of reducing GHG emissions; accordingly, no impact due to a conflict with any plans, policies, or regulations adopted for the purpose of reducing GHG emissions would occur. Mitigation is not required.

As discussed in Threshold a) above, the Project would generate GHG emissions calculated at 23.07 MTCO₂e per year, which is well below the SCAQMD draft screening level threshold of 3,000 MTCO₂e per year that is utilized to evaluate the significance of a small non-industrial project's GHG emissions.

Additionally, activities associated with the Project would be subject to all applicable federal, state, and regional requirements adopted for the purpose of reducing GHG emissions, including, but not limited to: CBSC Title 24 Energy Standards (also known as CalGreen); California Assembly Bill (AB) 1493;



Executive Orders S-3-05 and B-30-15; AB 32; Senate Bill (SB) 1368; SB 97; SB 32 (2016); and the applicable policies of the City's General Plan that reduce GHG emissions. There are no other plans, policies, or regulations adopted for the purpose of reducing GHG emissions that are applicable to the Project area; therefore, the Project would have no potential to conflict with such plans, policies, or regulations.

Based on the foregoing analysis, the Project would no impact with respect to Threshold b), and no mitigation is necessary.

Greenhouse Gas Emissions: Mitigation Measures

Implementation of the proposed Project would result in less-than-significant impacts due to GHG emissions; therefore, mitigation measures would not be required.

6.1.8 Hazards and Hazardous Materials

Environmental Issue Areas Examined	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the Project:				
a) Create a significant hazard to the public or the environment through routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Be located on a site which is included on a list of hazardous materials sites which complied pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) For a project within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>



Environmental Issue Areas Examined	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
h) <i>Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

- a) *Would the Project create a significant hazard to the public or the environment through routine transport, use, or disposal of hazardous materials?*
- 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?*
- 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?*

Finding: Less-than-Significant Impact. There are no components of the Project’s proposed construction or operation characteristics that have the potential to create a significant hazard to the public or the environment through routine transport, use, or disposal of hazardous materials. Accordingly, a less-than-significant impact would occur and no mitigation would be required.

Implementation of the proposed Project would result in the construction and operation of a digital billboard. While construction of the proposed billboard would disturb soil, there are no known hazardous materials at the Project site and no hazardous materials would be emitted during operation of the billboard. Heavy equipment would be used during construction of the proposed Project, which would be fueled and maintained by substances such as oil, diesel fuel, gasoline, hydraulic fluid, and other liquid materials that would be considered hazardous if improperly stored or handled. Improper use, storage, or transportation of hazardous materials could result in accidental releases or spills, potentially posing health risks to workers, the public, and the environment. This is a standard risk on all construction sites, and there would be no greater risk for improper handling, transportation, or spills associated with the proposed Project than would occur on any other similar construction site, and such impacts would be less than significant. The billboards digital display face would be comprised of a series of modules that house LED lamps, wiring, and electronics encased in aluminum or steel enclosures, two to three feet in width per side (WireSpring, 2016). Project maintenance may require the removal and replacement of defective LED enclosures, thereby resulting in waste from the disposal of the LED unit. However, LED bulbs are not considered toxic or hazardous and are disposed of in regular landfills. Moreover, implementation and compliance with the City of Baldwin Park Municipal Code § 153.140.030, *Hazardous Materials and Waste*, would further ensure that any potential impacts would be less than significant (Baldwin Park, 2016, § 153.140.030). There are no other components of the Project’s proposed construction or operation characteristics that have the potential to create a significant hazard to the public or the environment through routine transport, use, or disposal of hazardous materials. Accordingly, a less-than-significant impact would occur and no mitigation would be required.

- 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?*

Finding: No Impact. The nearest school is located approximately 0.33 miles from the Project site. The proposed Project would therefore have no potential to emit hazardous



emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school. Accordingly, no impact would occur and mitigation is not required.

The Project site is not located within one-quarter mile of an existing or proposed school. The nearest school to the Project site is Foster Elementary School located approximately 0.33 miles northwest of the Project site. Accordingly, the proposed Project has no potential to emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school. No impact would occur and no mitigation is required.

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

Finding: No Impact. The Project site is not located within an airport land use plan or within two miles of a public airport or public use airport. Accordingly, the Project would not result in an airport safety hazard for people residing or working in the Project area. No impact would occur and mitigation is not required.

The nearest airport to the Project site is the San Gabriel Valley Airport which is located approximately 4.2 miles northwest of the Project site. According to the Los Angeles County Airport Land Use Commission (ALUC), the Project site is not located within the influence area of any known airport within the County of Los Angeles (ALUC, 2012). Accordingly, no airport safety impacts would occur and no mitigation is required.

f) *For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?*

Finding: No Impact. The Project is not located within the vicinity of a private airstrip. Accordingly, the Project would not result in an airstrip safety hazard for people residing or working in the Project area. No impact would occur and mitigation is not required.

There are no private airstrips within the Project vicinity. The nearest private airstrip to the Project site is Brackett Field, located approximately 10.1 miles northeast of the Project site (Google Earth Pro, 2016). Accordingly, the proposed Project would not result in a safety hazard for people residing or working in the Project area with regard to this threshold. No impact would occur and no mitigation is required.

g) *Would the Project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?*

Finding: No Impact. The proposed Project would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan. No impact would occur and mitigation is not required.

Due to the inherent, small-scale nature and location of the proposed billboard on the northwestern portion of the developed Project site, the Project would not physically interfere with an adopted emergency response plan or emergency evacuation plan. Additionally, all construction activities would occur on-site, and no roadway closures would be required. No impact would occur and mitigation is not required.



h) *Would the Project expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?*

Finding: No Impact. The Project would not expose people or structures to a significant risk of loss, injury or death involving wildland fires. No impact would occur and mitigation is not required.

The City's General Plan states that because Baldwin Park is an urbanized community, structural fires rather than wildland fires represent the greatest fire risk throughout the City (Baldwin Park, 2002a, p. PS-9). The Project site is located within and is surrounded by urban built-up land. Accordingly, the proposed Project would not expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands. No impact would occur and no mitigation is required.

Hazards and Hazardous Materials: Mitigation Measures

Implementation of the proposed Project would result in less-than-significant impacts associated with hazards and hazardous materials; therefore, mitigation measures would not be required.

6.1.9 Hydrology and Water Quality

Environmental Issue Areas Examined	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the Project:				
a) <i>Violate any water quality standards or waste discharge requirements?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) <i>Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) <i>Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) <i>Substantially alter the existing drainage pattern of the site or area, including through the alteration of a course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on or off-site?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) <i>Create or contribute runoff water which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>



Environmental Issue Areas Examined	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
f) <i>Otherwise substantially degrade water quality?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) <i>Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h) <i>Place within a 100-year flood hazard area structures which would impede or redirect flood flows?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
i) <i>Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
j) <i>Inundation by seiche, tsunami, or mudflow?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a) *Would the Project violate any water quality standards or waste discharge requirements?*

Finding: Less-Than-Significant Impact. The Project would not violate any water quality standard or waste discharge requirement. Impacts would be less than significant and mitigation is not required.

Construction of the proposed Project would involve the drilling of a 42-foot deep, 5-foot wide borehole and the installation of materials associated with the billboard’s support infrastructure. These activities could potentially result in the generation of water quality pollutants such as silt, debris, chemicals, and other solvents with the potential to adversely affect water quality. Project excavation would remove 589.05 cubic feet of soil from the northwestern corner of the Project site; however, excavated soil would not remain on-site and would immediately be transported to the Puente Hills Landfill, located 4.1 miles southwest of the Project site. Given the Project’s minimal impact area and the fact that excavated soil would immediately be transported off-site, no substantial physical features associated with the construction of a digital billboard would lead to erosion or substantial contribution of polluted storm water runoff that would result in violation of any water quality standards or waste discharge requirements.

Additionally, because the area is already paved under existing conditions, the long-term operation of the digital billboard would not substantially increase the quantity or rate of storm water runoff nor would it substantially increase pollutant concentrations in storm water runoff from the site. Additionally, the Project would not produce wastewater discharge. Therefore, water quality impacts associated with construction and operation activities would be less than significant and no mitigation measures would be required.

b) *Would the Project substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?*

Finding: No Impact. No groundwater wells are located on the Project site or are proposed as part of the Project. Project-related excavation would not extend into the City’s groundwater table and no net change in area wide water consumption would occur. As a result, no impacts to groundwater are anticipated to result from the implementation of the proposed Project.



No groundwater wells are located on the Project site. Additionally, the Project does not propose the installation of any wells. Therefore, implementation of the proposed Project would not deplete groundwater supplies associated with water well withdraw.

According to the City's General Plan EIR, the depth to groundwater throughout the City is greater than 50 feet below ground surface (bgs) (Baldwin Park, 2002b, p. 89). The excavation required for utility connections and billboard support infrastructure would not extend greater than 50 feet bgs; therefore, groundwater is not anticipated to be encountered during construction of the Project. Under current conditions, the portion of the Project site where the billboard would be constructed is developed and capped with asphalt; accordingly, the Project would not alter the site in a manner that would interfere with groundwater recharge. In addition, the installation of the billboard would not involve any water consumption and no net change in area-wide water consumption would occur as a result of Project implementation. Accordingly, no impacts would occur with respect to depletion of groundwater supplies or interference with groundwater recharge.

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- 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, in a manner which would result in substantial erosion or siltation on- or off-site?*
- d) *Would the Project substantially alter the existing drainage pattern of the site or area, including through the alteration of a course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on or off-site?*
-

Finding: Less-than-Significant Impact. The Project site's drainage pattern would not be substantially altered from existing conditions. Accordingly, the proposed Project would not substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site. Impacts would be less than significant and mitigation is not required.

The Project site is generally flat and storm water generated on the westerly portion of the site drains towards the southwest into the public storm water collection system in Dalewood Street. With implementation of the Project, the site's existing hydrological characteristics would not be substantially altered. Under the proposed conditions, runoff generated on the westerly portion of the Project site would continue to drain to the southwest to the storm drain inlets within Dalewood Street and would not be altered by the installation or operation of a billboard in the northwestern portion of the Project site. Furthermore, no streams or rivers are located on-site, and thus would not be altered as a result of Project implementation. Therefore, with installation of the proposed billboard, there would be no significant alteration of the site's existing drainage pattern and there would not be any significant increases in the rates of erosion or siltation or substantial increases in the rate or amount of surface runoff in a manner which would result in flooding on- or off-site. Impacts would be less than significant and no mitigation would be required.

-
- e) *Would the Project create or contribute runoff water which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff?*
-

Finding: Less-than-Significant Impact. The proposed Project would not create or contribute runoff water which would exceed the capacity of existing or planned storm water



drainage systems or provide substantial additional sources of polluted runoff. Impacts would be less than significant and mitigation is not required.

As discussed above under Thresholds c) and d) of this Section, the Project would not substantially alter drainage patterns on-site compared to existing conditions because the area where the billboard would be installed is already paved. The drainage infrastructure along Dalewood Street has sufficient capacity to convey runoff from the Project site under existing conditions, and because the rate and volume of runoff would not measurably increase with buildout of the Project, the Project would not create or contribute runoff which would exceed the capacity of any existing or planned storm water drainage system. Impacts would be less than significant and no mitigation would be required.

Additionally, no substantial physical features associated with the construction and operation of the digital billboard would contribute substantial additional sources of polluted runoff and impacts would be less than significant. No mitigation would be required.

f) *Would the Project otherwise substantially degrade water quality?*

Finding: No Impact. The Project would not substantially degrade water quality.

The construction and operation of a digital billboard within the northwestern portion of the Project site would result in minimal ground disturbance (10' by 10' area) and would not lead to a substantial increase of impervious surface because the area is already paved. Additionally, the construction and operation of a digital billboard would not utilize materials or equipment that could lead to substantial surface water pollution. Other than surface storm water runoff from the Project site (which the Project would not substantially increase or pollute), there are no other known sources of pollutants that could adversely affect or degrade water quality. Accordingly, no impact would occur and mitigation is not required.

g) *Would the Project place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?*

Finding: No Impact. The proposed Project would not place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map (FIRM) or other flood hazard delineation map. No impact would occur and mitigation is not required.

The Project does not propose to place housing on the Project site. Thus, the Project would not place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or FIRM or other flood hazard delineation map. No impact would occur and no mitigation is required.

h) *Would the Project place within a 100-year flood hazard area structures which would impede or redirect flood flows?*

Finding: No Impact. The Project would not place any structure within a designated 100-year flood hazard area which would impede or redirect flood flows.

According to maps provided by the Federal Emergency Management Agency (FEMA) no portion of the Project site is located within a designated 100-year flood hazard area (FEMA, 2008). Accordingly, the Project would not place any structure within a 100-year flood hazard area that could impede or redirect flood flows. No impact would occur.



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- i) *Would the Project expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?*
-

Finding: No Impact. The Project site is not located within an area subject to significant flood hazard risks, and would not expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam.

As discussed under Thresholds g) and h) of this Section, the Project is not located within a designated 100-year flood hazard zone; therefore, flood flows would not pose a substantial safety risk to people or structures on the Project site. The entire Project site is located within FEMA Flood Zone “X (Unshaded).” Flood Zone X (Unshaded) is an area that is determined to be outside the 0.2% annual chance flood plain (FEMA, 2008); thus, the Project is not located within an area subject to 100-year or 500-year flood hazard. For this reason, the Project would not expose people or structures to a significant risk of loss, injury, or death as a result of flooding. This flooding risk is the same risk posed to the site and surrounding land uses under existing conditions.

The nearest dam to the Project site is the Santa Fe Dam. As identified in the City’s General Plan EIR, due to location and design of the Santa Fe dam and the fact that water is present only a few months of the year within the dam’s reservoir, the likelihood of the occurrence of a flood due to the rupture of the Santa Fe Dam is minimal (Baldwin Park, 2002b, Appendix A, p. 23). Accordingly, the Project would not expose people or structures to a significant risk of loss, injury, or death involving flooding, including flooding from the failure of a levee or dam, and no impact would occur.

-
- j) *Would the Project expose people or structures to a significant risk of loss, injury or death involving inundation by seiche, tsunami, or mudflow?*
-

Finding: No Impact. The Project site is not located within the vicinity of a large body of water or sloped area that would lead to inundation risks by seiche, tsunami or mudflow. No impacts would occur.

According to the National Oceanic and Atmospheric Administration (NOAA), a seiche is a standing wave oscillating in a large semi- or fully-enclosed body of water such as a bay or lake, and is typically generated as a result of strong winds, rapid changes in atmospheric pressure, earthquakes, or tsunamis (NOAA, 2015). There are no large semi- or fully-enclosed bodies of water within a notable vicinity of the Project site; therefore, inundation by seiche would not occur within the vicinity of the site. Additionally, the Pacific Ocean is located approximately 31 miles west of the site; therefore, tsunami risks are not associated with the Project site or surrounding area. Lastly, the Project site and surrounding areas are generally flat and fully developed and are not located within the vicinity of any topographically prominent slopes; therefore, mudflow risks are non-existent at the site. Considering the foregoing analysis, the Project would not expose people or structures to a significant risk of loss, injury or death involving inundation by seiche, tsunami, or mudflow.

Hydrology and Water Quality: Mitigation Measures

Implementation of the proposed Project would result in less-than-significant impacts due to hydrology and water quality considerations; accordingly, mitigation measures are not required.

**6.1.10 Land Use and Planning**

Environmental Issue Areas Examined	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the Project:				
a) <i>Physically divide an established community?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) <i>Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) <i>Conflict with any applicable habitat conservation plan or natural community conservation plan?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a) Would the Project physically divide an established community?

Finding: No Impact. The Project site would not physically divide any established communities. No impact would occur and mitigation is not required.

The I-10 freeway traverses the City of Baldwin Park, and abuts the Project site to the north. The Project site is located within an area dominated by freeway-oriented commercial land uses that abut the south side of the I-10 freeway where billboard structures are typical. Due to the small-scale nature of the Project (65-foot tall dual-faced digital billboard on an already developed site), it would not have the potential to physically divide an established community. Accordingly, no impacts would result from the Project's implementation with respect to the division of an established community.

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

Finding: Less-Than-Significant Impact. The land use plans, policies, and regulations applicable to the proposed Project include the City's General Plan and the City's Zoning Code/Municipal Code. The height of the digital billboard proposed by the Project exceeds the height limit imposed by the current version of the Municipal Code § 153.170.105. Accordingly, the Project proposes that Municipal Code § 153.170.105 be amended to increase the height limit applied to billboards to 65 feet regardless of whether the billboard site is located within 150 feet of a sound wall. With approval of the proposed zone code amendment (AZC 185), the Project would not conflict with Municipal Code § 153.170.105, or any other applicable plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental impact. Accordingly, impacts would be less than significant.

The land use plans, policies, and regulations applicable to the proposed Project include the City's General Plan and the City's Zoning Code/Municipal Code. Each of these plans, policies, and regulations is discussed below.



Analysis of Consistency with the City of Baldwin Park General Plan

The City's General Plan designates the Project site as "General Commercial (GC 0.25 FAR)" (Baldwin Park, 2002a, Fig. LU-6). Additionally, the Project site is located within the "Dalewood/Puente/I-10" General Plan Focus Area, which is a focus area identified as suitable for future large-scale commercial development (Baldwin Park, 2002a, Fig. LU-4, p. LU-17). The installation of a digital billboard adjacent to the I-10 freeway is a land use that is typically seen within commercial areas adjacent to freeways and would not conflict with future or existing large scale commercial development. Accordingly, the Project would be consistent with the City's General Plan and would not require an amendment to the City's General Plan.

Analysis of Consistency with the City of Baldwin Park Zoning Code/Municipal Code

Under existing conditions, the Project site is zoned Freeway Commercial (FC). The FC zoning designation is intended to provide areas for the development of freeway-oriented, regional-serving retail and office complexes and complementary regional commercial center (Baldwin Park, 2016, § 153.050.010). The installation of a digital billboard within the I-10 corridor is a land use that would be freeway-oriented and would not conflict with future or existing regional-serving retail, office, and commercial centers.

In addition, the proposed Project would be required to comply with the variety of lighting, structural, and legal provisions required by Municipal Code § 153.170.105, *Digital Billboard Replacement*, all of which would be enforced as conditions of the Project's required Development Agreement or through future City review of implementing development permit applications (grading permits, building permits, etc.). Since the Project site is not located within 150 feet of a sound wall, the height of the proposed billboard (65 feet above grade) exceeds the 45-foot height limit imposed by the current version of Municipal Code § 153.170.105, *Digital Billboard Replacement*. Accordingly, this Project proposes an amendment to Subpart (H) of Municipal Code § 153.170.105 (discretionary action AZC 185) to increase the height limit applicable to digital billboards to 65 feet regardless of whether the billboard is located within 150 feet of a sound wall. The current inconsistency between the height of the proposed billboard (65 feet) and the current height limit (45 feet) imposed by Municipal Code § 153.170.105 does not constitute a physical environmental impact, and is considered less than significant.

Although AZC 185 would effectively increase the height limit applicable to billboards on a City-wide basis, Baldwin Park Municipal Code § 153.170.105, *Digital Billboard Replacement*, requires that a Development Agreement be executed between applicants seeking the approval of a billboard and the City of Baldwin Park. Development Agreements are subject to the City's discretionary review and approval process and the provisions of CEQA. Therefore, because all future billboards would be evaluated in accordance with CEQA on a project-by-project basis, and the location of such future billboards (if any) is unknown at this time and highly speculative, this MND is properly limited to the evaluation of environmental effects associated with the one billboard that is currently proposed by Becker Boards Small, LLC and evaluated herein. Future billboards (if any) would be subject to their own CEQA evaluations.

This Project does not propose any other amendments to Municipal Code § 153.170.105 other than the increased height limit described above. As demonstrated by this MND, impacts associated with the billboard at a 65-foot height would be less than significant. The only potentially significant impact is to archaeological resources, which is related to ground disturbance and not the 65-foot height of the proposed billboard. Therefore, with approval of the proposed amendment to Municipal Code § 153.170.105, the Project would not cause adverse environmental effects and be consistent with or



otherwise would not conflict with all applicable provisions of the City’s Zoning Code and Municipal Code and would not require a change of zoning designation or any additional zone code amendments.

Accordingly, the proposed Project would not conflict with the City of Baldwin Park Municipal Code or the City’s General Plan goals and policies, and impacts would be less than significant.

c) *Would the Project conflict with any applicable habitat conservation plan or natural community conservation plan?*

Finding: No Impact. There are no Habitat Conservation Plans, Natural Community Conservation Plans, or other approved local, regional, or state habitat conservation plans applicable to the Project site or vicinity. Accordingly, no impact would occur.

As indicated under the discussion of Threshold f) of Subsection 6.1.4, *Biological Resources*, there are no Habitat Conservation Plans, Natural Community Conservation Plans, or other approved local, regional, or state habitat conservation plans applicable to the Project site or vicinity. Accordingly, the Project has no potential to conflict with any of the above and no impact would occur.

Land Use and Planning: Mitigation Measures

Implementation of the proposed Project would result in less-than-significant impacts due to land use and planning considerations; accordingly, mitigation measures are not required.

6.1.11 Mineral Resources

Environmental Issue Areas Examined	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the Project:				
a) <i>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?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) <i>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?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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?*

Finding: No Impact. The proposed Project would not 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. No impact would occur and mitigation is not required.

Under existing conditions, the Project site is developed with commercial retail uses. No mines, wells, or other resource extraction activity occurs on the property or is known to have ever occurred on the property. The City’s General Plan EIR identifies the Project site as being located within “Mineral Resource Zone 2 (MRZ-2),” which is defined as an area where there is little or no likelihood for presence of significant mineral resources (Baldwin Park, 2002b, Figure 11). Accordingly, implementation of the proposed Project would not 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, and no impact would occur.



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?*

Finding: No Impact. The proposed 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, and no impact would occur.

The proposed Project site is not identified as a locally-important mineral resource recovery site delineated on a local general, specific plan, or other land use plan. Accordingly, no impact would occur.

Mineral Resources: Mitigation Measures

Implementation of the proposed Project would result in no impacts to mineral resources; accordingly, mitigation measures are not required.

6.1.12 Noise

Environmental Issue Areas Examined	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the Project:				
a) <i>Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) <i>Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) <i>A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) <i>A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) <i>For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) <i>For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>



Existing Noise Conditions

Existing Study Area Ambient Noise Conditions

The Project site occurs in an urbanized portion of the City of Baldwin Park. Accordingly, the background ambient noise levels within the vicinity of the Project site are dominated by transportation-related noise associated with the surrounding roadway network, which includes noise from automobile and light/heavy truck activities along the I-10 freeway.

Existing Groundborne Vibration

Based on the operational characteristics of the commercial uses on the site under current conditions, there are no sources of substantial groundborne vibration generated on the Project site. With the exception of groundborne vibration generated by roadway vehicle traffic along the I-10 freeway and adjacent roadways, no sources of substantial groundborne vibration occur in the Project site's vicinity.

Airport Noise and Vibration

The nearest airport to the Project is the San Gabriel Valley Airport which is located approximately 4.2 miles northwest of the Project site. According to the Los Angeles County ALUC, the Project site is not located within the influence area of any airport within the County of Los Angeles (ALUC, 2012). Accordingly, noise or vibration issues from airports would not occur.

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

Finding: Less-than-Significant Impact. With mandatory adherence to the City's Municipal Code Noise Ordinance standards and the inherent characteristics of the construction and operation of a digital billboard, the Project would not expose persons to or generate noise levels in excess of standards established in the City's Municipal Code, General Plan Noise Element, or any other applicable regulatory standards. As such, the Project would result in a less-than-significant impact under this threshold.

Construction-Related Noise Impacts

According to the City of Baldwin Park Municipal Code, construction activities are limited to the hours of 7:00 a.m. to 7:00 p.m. on Mondays to Fridays (Baldwin Park, 2016, § 130.04). No numerical noise threshold is established by the City's Municipal Code pertaining to construction noise. Therefore, the Project's mandatory compliance with the permitted construction hours established by the City's Municipal Code would ensure that noise generated by the construction of the Project would not exceed applicable standards. Less-than-significant impacts would occur with respect to noise generated from construction of the Project, and mitigation is not required. For additional evaluation of temporary construction noise, refer to Threshold d) below.

Operation-Related Noise Impacts

Regarding Project-related operational activities, noise level standards applicable to the Project include those provided in the Noise Element of the City of Baldwin Park General Plan and the Baldwin Park Municipal Code, as described below.

*City of Baldwin Park General Plan Noise Element*

The City of Baldwin Park General Plan Noise Element identifies noise-sensitive land uses and noise sources, and defines areas of noise impact for the purpose of developing policies to ensure that Baldwin Park residents are protected from excessive noise intrusion (Baldwin Park, 2002b, pp. 65-72). Sensitive land uses are generally defined as locations where people reside or where the presence of noise could adversely affect the use of the land. Sensitive land uses include but are not limited to uses such as schools, hospitals, residences, libraries, and recreation areas. Sensitive receptors located nearest the Project site include the residences located to the southeast, southwest, and northeast of the Project site. According to the City's General Plan EIR, noise-sensitive land uses, such as residential, are clearly compatible with exterior noise levels at or below 65 dBA CNEL (Baldwin Park, 2002b, Table 13). Operation of the Project is not anticipated to emit any audible noise except for very minor noise from periodic maintenance activity that would be overshadowed by vehicular noise on adjacent I-10 freeway. Accordingly, the Project would result in less-than-significant impacts with respect to the noise standards established by the City of Baldwin Park General Plan Noise Element.

City of Baldwin Park Municipal Code

The City of Baldwin Park Municipal Code § 153.140.070, *Noise*, establishes noise limits that apply to all zones within the City. Table 6-5, *Municipal Code Noise Standards*, provides base exterior noise standards applicable to the Project site and properties surrounding the Project site.

Table 6-5 Municipal Code Noise Standards

Land Use	Time Period	Base Exterior Noise Level Standards (dBA)
Residential	Daytime: 7:00 a.m. to 7:00 p.m.	55
	Evening: 7:00 p.m. to 10:00 p.m.	50
	Nighttime: 10:00 p.m. to 7:00 a.m.	45
Commercial	Daytime: 7:00 a.m. to 10:00 p.m.	65
	Nighttime: 10:00 p.m. to 7:00 a.m.	55
Industrial	Anytime	65

Source: (Baldwin Park, 2016, § 153.140.070)

The operational activities associated with the proposed digital billboard would not be anticipated to generate any substantial increases in noise levels to the area that would result in exceedance of the base exterior noise level standards shown in Table 6-5. Accordingly, the Project would result in less-than-significant impacts with respect to Municipal Code standards applicable to operational noise, and no mitigation is required.

Based on the foregoing analysis, the Project would not result in the exposure of persons to or generation of noise levels in excess of standards established in the City's General Plan or the Municipal Code noise ordinance, or the applicable standards of other agencies. As such, impacts would be less than significant with respect to Threshold a), and mitigation is not required.



b) *Would the Project result in the exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?*

Finding: Less-than-Significant Impact. People would not be exposed to excessive groundborne vibration or groundborne noise levels during Project construction or operations. Impacts would be less than significant and mitigation is not required.

Groundborne vibration is an oscillatory motion which can be described in terms of displacement, velocity, or acceleration. It is expected that groundborne vibration from Project construction activities would cause intermittent, localized intrusion through the operation of heavy construction equipment and trucks. Any exposure of nearby sensitive receivers to nominal vibration would be temporary and only occur during permissible construction hours as permitted by the City's Municipal Code. Truck vibration levels are dependent on vehicle characteristics, load, speed, and pavement conditions. Additionally, truck deliveries (if necessary) to the site may increase vibration levels in the area; however, truck deliveries would only occur during permissible construction hours as permitted by the City's Municipal Code and would be indiscernible from vehicular movement on the adjacent I-10 freeway. There would be no sources of perceptible vibration associated with Project's operation. Based on the foregoing analysis, vibration levels associated with the Project are considered less than significant, and no mitigation is necessary.

c) *Would the Project result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?*

Finding: Less-than-Significant Impact. The Project would not result in a substantial permanent increase in ambient noise levels in the Project vicinity above levels existing without the Project. Impacts would be less than significant and mitigation is not required.

The operational activities associated with the proposed digital billboard would not emit any audible noise except for very minor noise from periodic maintenance activity that would be overshadowed by vehicular noise on the adjacent I-10 freeway. Therefore, impacts would be less than significant, and no mitigation is required.

d) *Would the Project result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?*

Finding: Less-than-Significant Impact. With mandatory adherence to the hours of construction permitted by the City's Municipal Code, Project impacts due to a temporary or periodic noise increase associated with construction activities would be reduced to below a level of significance. Operation of the Project would not result in increases to ambient noise levels that exceed applicable thresholds. Impacts would be less than significant, and no mitigation is required.

The only potential sources of substantial temporary or periodic increases in noise levels are temporary and intermittent noise associated with the Project's construction activities via the operation of heavy equipment. Construction activity would be restricted to the permissible daytime hours permitted by the City's Municipal Code (7:00 a.m. to 7:00 p.m. on Mondays to Fridays) over the course of the Project's construction schedule (less than a week). Compliance with the City's Municipal Code noise standards would ensure that Project construction activities would be less than significant, and mitigation would not be required. Further, construction noise would likely be overshadowed by vehicular noise levels from the adjacent I-10 freeway. Operation of the proposed digital billboard would not generate



substantial temporary or periodic increases in ambient noise levels in the Project vicinity. Based on the foregoing analysis, the Project would result in less-than-significant noise impacts with respect to Threshold d). No mitigation is required.

e) *For a project located within an airport land use 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?*

Finding: No Impact. The proposed Project is not located within the noise contours of an airport land use plan or where such a plan has been adopted, or within two miles of a public airport or public use airport. No impact would occur and mitigation is not required.

The nearest airport to the Project is the San Gabriel Valley Airport which is located approximately 4.2 miles northwest of the Project site. According to the Los Angeles County ALUC, the Project site is not located within the influence area of any airport within the County of Los Angeles (ALUC, 2012). Accordingly, the Project would not expose people residing or working in the Project area to excessive noise levels in relation to airports.

f) *For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?*

Finding: No Impact. The Project is not located within a vicinity of an airstrip. Accordingly, no impact would occur and mitigation is not required.

As discussed under Subsection 6.1.8, *Hazards and Hazardous Materials*, Threshold f), there are no private airstrips within the Project vicinity. Accordingly, the proposed Project would not expose people residing or working in the Project area to excessive noise levels. No impact would occur and no mitigation is required.

Noise: Mitigation Measures

Implementation of the proposed Project would result in less-than-significant impacts to noise; accordingly, mitigation measures are not required.

6.1.13 Population and Housing

Environmental Issue Areas Examined	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the Project:				
a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>



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

Finding: No Impact. Implementation of the Project would not induce substantial population growth in the area. Additionally, Project-related utility improvements would solely serve Project demand and would not induce growth to the area. No impact would occur and mitigation is not required.

The proposed Project would contribute the additional development of a digital billboard to the northwestern portion of the Project site. Digital billboards are typical of and complementary to commercial freeway uses and have no potential to induce substantial population growth in the area, either directly or indirectly. Electric utility improvements required by the Project would solely serve the digital billboard's energy demand and would not directly or indirectly induce population growth to the area. No impact would occur and no mitigation is required.

b) *Would the Project displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?*

Finding: No Impact. Under existing conditions, the Project site does not contain any residential structures. Accordingly, the Project would not displace substantial numbers of existing housing, necessitating the construction of housing elsewhere. No impact would occur and mitigation is not required.

Under existing conditions, the Project site does not contain any residential structures, is not designated for residential land use by the City's General Plan, and is not zoned for residential uses. Therefore, there is no potential for the Project to displace housing. No impact would occur and no mitigation is required.

c) *Would the Project displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?*

Finding: No Impact. Under existing conditions, the Project site does not contain any residential structures; therefore, no people reside on the Project site. Accordingly, the Project would not displace substantial numbers of people, necessitating the construction of housing elsewhere. No impact would occur and mitigation is not required.

Under existing conditions, the Project site does not contain any residential structures. Therefore, there is no potential for the Project to displace substantial numbers of people. No impact would occur and no mitigation is required.

Population and Housing: Mitigation Measures

Implementation of the proposed Project would result in no impact to Population and Housing. Thus, no mitigation measures are required.

**6.1.14 Public Services**

Environmental Issue Areas Examined	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the Project:				
a) <i>Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered government facilities, need for new or physically altered government 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>				
<i>Fire protection?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<i>Police protection?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<i>Schools?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<i>Other public facilities?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

- a) *Would the Project result in substantial adverse physical impacts associated with the provision of new or physically altered government facilities, need for new or physically altered government 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: a) Fire protection; b) Police protection; c) Schools, or d) Other public facilities?*

Finding: No Impact. Public services are currently provided to the site for operation of the existing commercial land uses; therefore, the proposed Project would not measurably increase public service demands or result in the need to physically alter or cause the construction of new public service facilities. No impacts would occur and mitigation is not required.

Fire protection, police protection, and other public services are provided to the existing commercial land uses at the Project site. The addition of a digital billboard to the northwestern portion of the Project site would not create a measurable increase in demand for fire or police protection services because the site is already receiving these services. There is no component of the Project that would lead to increased demand for fire and police services. The Project would not create a direct demand for public school services, as the land use that would occupy the Project site (i.e., a digital billboard) would not generate any school-aged children requiring public education. No component of the Project would measurably increase demand for public service facilities or result in the need to physically alter or cause the construction of new public service facilities. Because no physically expanded or new public facilities would be required, no impact would occur and mitigation is not required.

Public Services: Mitigation Measures

Implementation of the proposed Project would not increase public services demand such that new or physically altered public service facilities would need to be constructed or expanded to meet the demand. Thus, no impact would occur and no mitigation measures are required.



6.1.15 Recreation

Environmental Issue Areas Examined	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the Project:				
a) <i>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?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) <i>Does the project include recreational facilities or require the construction of or expansion of recreational facilities which might have an adverse physical effect on the environment?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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?*

b) *Does the Project include recreational facilities or require the construction of or expansion of recreational facilities which might have an adverse physical effect on the environment?*

Finding: No Impact. Implementation of the Project would not increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facilities would occur or be accelerated. The Project would not include recreational facilities or require the construction of or expansion of recreational facilities which would have an adverse physical effect on the environment. No impact would occur and mitigation is not required.

The construction and/or operation of a digital billboard on the northwestern portion of the Project site would not increase the use of recreation facilities, because it would not create a measurable demand for recreational facilities through inducing population growth, inducing the growth of businesses or housing developments, or displacing existing recreational facilities. Accordingly, the Project would not increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facilities would occur or be accelerated. Additionally, implementation of the Project would not include recreational facilities or require the construction of or expansion of recreational facilities which would have an adverse physical effect on the environment. No impact would occur, and mitigation is not required.

Recreation: Mitigation Measures

Implementation of the proposed Project would have no impact to Recreation. Thus, no mitigation measures are required.



6.1.16 Transportation/Traffic

Environmental Issue Areas Examined	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the Project:				
a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with an applicable congestion management program, including, but not limited to level of service standard and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a) Would the Project conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?

Finding: No Impact. The Project's construction-related trips would be nominal and temporary. Project operation is not anticipated to generate any vehicle trips, with the exception of 6-8 visits per year required for maintenance purposes. Accordingly, the Project would not conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system. No impact would occur and mitigation is not required.

Temporary traffic impacts would be restricted within the window of the Project's construction schedule (less than a week) and between the permissible construction activity hours (7:00 a.m. to 7:00 p.m. on Mondays to Fridays) permitted by City of Baldwin Park Municipal Code § 130.04. Due to the small scale of the proposed construction of the billboard, Project construction would not require a substantial quantity of truck hauls to the site. Additionally, the Project Applicant estimates that four (4) construction crew members would be required at the site each day throughout the construction of the



Project, which would not generate a substantial quantity of trips during construction hours. Project operation is not anticipated to generate any additional trips to the Project site, with the exception of one two-way trip 6-8 times per year in order to perform on-site maintenance of the billboard. Accordingly, the Project would not conflict with an applicable plan, ordinance or policy related to the circulation system. No impact would occur and mitigation is not required.

b) *Would the Project conflict with an applicable congestion management program, including, but not limited to level of service standard and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?*

Finding: No impact. The proposed Project would not generate a substantial number of trips; therefore, the Project would not conflict with the Los Angeles County Congestion Management Program (CMP) including, but not limited to level of service standard and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways. No impact would occur and mitigation is not required.

The Los Angeles County CMP serves to consistently track trends at major intersections in the County during peak traffic hours and identify areas in need of improvement. The Los Angeles County CMP requires that intersections where the proposed Project would add 50 or more trips during either the AM or PM weekday peak hours be included in the Project's traffic study area (MTA, 2010, p. D-2). As discussed under Threshold a), trips generated by construction and operation of the Project would be nominal, and implementation of the Project would not generate 50 or more peak hour trips to a CMP intersection. Therefore, implementation of the Project would not conflict with the Los Angeles County CMP and no impact would occur.

c) *Would the Project result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?*

Finding: No Impact. The construction and operation of the proposed billboard would not foreseeably induce a change in air traffic patterns. Additionally, the Project site is not located within any an Airport Influence Area. No impact would occur and mitigation is not required.

The Project proposes the construction and operation of a digital billboard, which has no feasible potential to generate additional demand for air travel that could result in an increase in air traffic levels. Additionally, the Project site is not located within the influence area of any airport within the County of Los Angeles; thus, the Project would not have the potential to alter air traffic patterns of a County of Los Angeles airport (ALUC, 2012). Accordingly, no impact would occur and no mitigation is required.

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

Finding: Less-than-Significant Impact. The Project would not require the construction of a new roadway and would not change existing roadways. Additionally, compliance with State and Federal standards applicable to freeway-adjacent billboards would ensure the Project would not substantially increase hazards due to a design feature or incompatible uses. A less-than-significant impact would occur and mitigation is not required.



Project-related construction or operation would not require the construction of new roadways and the existing configuration of the roadways within the vicinity of the Project site would remain unchanged; therefore, impacts related to sharp curves or dangerous intersections would not occur.

Implementation of the Project would be required to comply with the State Outdoor Advertising Act (2014) and the Federal Highway Beautification Act (1965). The Outdoor Advertising Act contains a number of provisions relating to the construction and operation of digital and static signs adjacent to roadways which are intended to prevent the creation of unsafe driving conditions along the adjacent roadways as a result of the presence of such signs. These provisions include, but are not limited to, the following:

- The placing of any light source “...of any color of such brilliance as to impair the vision of drivers upon the highway” is prohibited (Caltrans, 2014, § 21466.5);
- The sign must be constructed to withstand a wind pressure of 20 pounds per square feet of exposed surface;
- No sign shall display any statements or words of an obscene, indecent, or immoral character;
- No sign shall display flashing, intermittent, or moving light or lights;
- Message center signs may not include any illumination or message change that is in motion or appears to be in motion or that change or expose a message for less than four seconds. No message center sign may be located within 500 feet of an existing billboard or 1,000 feet of another message center display, on the same side of the highway. (Caltrans, 2014, § 5401 - § 5405)

The Federal Highway Beautification Act governs advertising signage located along the interstate highway system, such as the I-10 freeway. The Federal Highway Beautification Act requires advertising signage be erected only in commercial or industrial zones and adhere to the following restrictions:

- No signs shall imitate or resemble any official traffic sign, signal or device, nor shall signs obstruct or interfere with official signs;
- Signs located on the same side of the freeway must be separated by at least 500 feet; and,
- Signs shall not include flashing, intermittent or moving lights, and shall not emit light that may obstruct or impair the vision of any driver.

Mandatory compliance with State and Federal regulations would ensure that the Project would not increase hazards due to a design feature. Additionally, as described in Subsection 6.1.10, Threshold b), the Project site is designated as “General Commercial” by the City’s General Plan, “Freeway Commercial” by the City’s Zoning Map, and is located within the “Dalewood/Puente/I-10” General Plan Focus Area, which is a focus area identified as suitable for future large-scale commercial development (Baldwin Park, 2002a, Fig. LU-4, p. LU-17; Baldwin Park, 2016). The installation of a digital billboard adjacent to the I-10 freeway is a land use that is typically seen within commercial areas adjacent to freeways and would not conflict with future or existing large-scale commercial development. Considering the foregoing analysis and regulatory requirements, Project impacts would be less than significant and no mitigation is required.

e) *Would the Project result in inadequate emergency access?*

Finding: No Impact. No component of the Project would lead to inadequate emergency access within the vicinity of the Project site and no impact would occur.



Under existing conditions, adequate emergency access is provided within the vicinity of the Project site. Project-related construction and operation would not obstruct existing roadways and would not alter the existing roadway system. No component of the Project would require the temporary or permanent closure of a roadway. Accordingly, the Project would not result in inadequate emergency access and no impact would occur.

f) *Would the Project conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities?*

Finding: No Impact. The Project would be consistent with or would not otherwise conflict with the City's alternative transportation policies. No impacts would occur and mitigation is not required.

The portion of the Project site that would be improved with the proposed billboard is not located within the right-of-way of any existing public transit, bicycle, or pedestrian facilities. Project-related construction and operation would not obstruct or alter any existing public transit, bicycle, or pedestrian facilities. No component of the Project would require the temporary or permanent closure of a public transit, bicycle, or pedestrian facility. Accordingly, the Project would not conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities and no impact would occur.

Transportation/Traffic: Mitigation Measures:

Implementation of the proposed Project would result in less-than-significant impacts to Transportation/Traffic. Thus, no mitigation measures are required.

6.1.17 Utilities and Service Systems

Environmental Issue Areas Examined	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the Project:				
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Result in a determination by the wastewater treatment provider, which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>



Environmental Issue Areas Examined	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g) Comply with federal, state, and local statutes and regulation related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
h) Result in a need for new systems, or substantial alterations in power or natural gas facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
i) Result in a need for new systems, or substantial alterations in communication systems?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a) *Would the Project exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?*

Finding: No Impact. The proposed Project would not increase the need for wastewater treatment. Thus, the proposed Project would not exceed wastewater treatment requirements of the Los Angeles Regional Water Quality Control Board. No impact would occur and mitigation is not required.

Implementation of the Project would result in the construction and operation of a digital billboard on a site that is fully developed with commercial land uses under existing conditions. Due to the nature of the Project (digital billboard), it would not produce wastewater that would require treatment. Accordingly, the Project is not anticipated to generate any wastewater, and therefore has no potential to exceed the wastewater treatment requirements of the Los Angeles Regional Water Quality Control Board. No impact would occur under this threshold and no mitigation would be required.

b) *Would the Project require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?*

Finding: No Impact. The proposed Project would not result in the construction or expansion of new water or wastewater treatment facilities. No impact would occur and mitigation is not required.

Under existing conditions, the Project site is provided domestic water services by the San Gabriel Valley Water Company and sewer services by the Los Angeles County Sanitation District (LACSD), and is currently connected to sewer lines and domestic water lines. As discussed in Threshold a), above, implementation of the Project would result in the construction and operation of a digital billboard, which would not result in a demand for potable water services or generate wastewater. Accordingly, the Project would not result in the need for new water or wastewater treatment facilities or expansion of existing facilities. No impact would occur and mitigation is not required.

c) *Would the Project require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?*

Finding: No Impact. Implementation of the proposed Project would not result in a substantial alteration of the existing hydrological conditions at the Project site. Therefore, the Project would not require the installation or expansion of storm water drainage facilities. Accordingly, no impact would occur and mitigation is not required.



As discussed under Hydrology and Water Quality Threshold c) and Threshold d), implementation of the Project would not substantially alter the Project site's existing hydrological characteristics. Under the proposed conditions, runoff would continue to drain to the southwest to the storm drain inlets within Dalewood Street and would not be altered by the installation or operation of a billboard in the northwestern portion of the Project site. Therefore, with installation of the proposed Project, there would be no significant alteration of the site's existing drainage pattern and there would not be any significant increases in the rate or quantity of surface runoff. Accordingly, the Project would not require or result in the construction of new storm water drainage facilities or the expansion of existing facilities. No impact would occur and mitigation is not required.

d) *Would the Project have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?*

Finding: No Impact. The Project would not increase water demand. No impact would occur and mitigation is not required.

The construction and operation of the proposed digital billboard would not create a demand for domestic water. No impact would occur and no mitigation measures are required.

e) *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?*

Finding: No Impact. The Project site is adequately served by the LACSD and no changes in wastewater treatment demand would occur as a result of the Project. Thus, no impact would occur and mitigation is not required.

Under existing conditions, the LACSD adequately serves wastewater treatment services to the Project site. The construction and operation of a digital billboard would not generate wastewater or cause an increased demand for wastewater treatment. Thus, the Project would not adversely affect the physical capacity of the existing wastewater infrastructure system that services the site. No impact would occur and no mitigation measures are required.

f) *Would the Project be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?*

Finding: Less-than-Significant Impact. The Project would generate a nominal demand for solid waste disposal. Accordingly, a less-than-significant impact would occur and no mitigation is required.

The City of Baldwin Park contracts with Waste Management of San Gabriel Valley/Pomona for solid waste collection services. Solid waste generated within the City is transported to the Scholl Canyon Landfill (SCLF), operated by the LACSD. As of 2011, the SCLF was calculated to have a remaining capacity of 9,900,000 cubic yards (or 3,400 tons per day) and has a cease operation date of April 1, 2030 (CalRecycle, 2011). Considering the remaining capacity (9,900,000 cubic yards) and cease operation date (April 1, 2030) of the SCLF, the SCLF would have sufficient capacity to accommodate the Project's nominal construction-related waste generation. Additionally, Project excavation would remove 589.05 cubic feet (21.82 cubic yards) of soil from the northwestern corner of the Project site which would be transported to the Puente Hills Landfill, located 4.1 miles southwest of the Project site. The Puente Hills Landfill does not accept solid waste; however, according to the LACSD the Puente Hills Landfill has



the capacity to accept to all soil dumps until otherwise noted (LACSD, 2015b). Lastly, Project operations would not generate a substantial demand for solid waste beyond the existing demand of the Project site. Thus, the Project would not adversely affect the physical capacity of any landfills and a less-than-significant impact would occur.

g) Would the Project comply with federal, state, and local statutes and regulation related to solid waste?

Finding: Less-than-Significant Impact. The Project would not conflict with federal, state, and local statutes and regulations related to solid waste. Impacts would be less than significant and mitigation is not required.

The construction and operation of a digital billboard is not anticipated to generate a substantial demand for solid waste disposal. Project-related construction activities would generate nominal quantities of solid waste during the Project's construction schedule (less than a week). The Project would be required to comply with all applicable solid waste statutes and regulations; as such, impacts related to solid waste statutes and regulations would be less than significant. Accordingly, the Project would not foreseeably conflict with any Federal, State, and local statutes and regulations related to solid waste, resulting in a less-than-significant impact.

h) Would the Project result in a need for new systems, or substantial alterations in power or natural gas facilities?

Finding: Less-than-Significant Impact. The Project would not create a demand for natural gas utilities. Although the Project would create a demand for electricity, the Project site is already served by Southern California Edison and a less-than-significant impact would occur to existing power facilities.

Under existing conditions, power and gas utilities are provided to the Project site by Southern California Edison and Southern California Gas Company. Project-related construction and operation would not create a demand for natural gas utilities; however, Project operation would consume approximately 6,500 kilowatt hours (kWh) of energy per month, which would be supplied on-demand by Southern California Edison. Since Southern California Edison serves the Project site under existing conditions, the Project would not result in a need for new or substantially altered power facilities and a less-than-significant impact would occur. The billboard proposes the use of LED bulbs, which is one of the most energy-efficient lighting technologies available. Compared to incandescent lighting, LED bulbs use at least 75% less energy, last 25 times longer, and also emit substantially less heat (USDOE, 2017). Therefore, the Project would not result in the inefficient or wasteful use of energy.

i) Would the Project result in a need for new systems, or substantial alterations in communication systems?

Finding: No Impact. The Project would not require the use of communication systems or affect existing telephone lines in the surrounding area.

The construction and operation of the proposed digital billboard would not require the use of communication systems. Additionally, the construction and operation of the proposed digital billboard would not impact existing telephone lines surrounding the billboard site. No impact would occur and no mitigation measures are required.

Utilities and Service Systems: Mitigation Measures

Implementation of the proposed Project would result in less-than-significant impacts to utilities and service systems and no mitigation measures are required.

6.1.18 Mandatory Findings of Significance

Environmental Issue Areas Examined	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
<i>Would the Project:</i>				
a) <i>Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major period of California history or prehistory?</i>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) <i>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.)</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) <i>Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

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

Finding: Less-than-Significant Impact with Mitigation Incorporated. The proposed Project has no potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, or reduce the number or restrict the range of a rare or endangered plant or animal. Additionally, the proposed Project has no potential to eliminate important examples of the major period of California history or prehistory. Accordingly, impacts would be less than significant, and additional mitigation measures are not required.

All impacts to the environment, including impacts to habitat for fish and wildlife species, fish and wildlife populations, plant and animal communities, rare and endangered plants and animals, and historical and pre-historical resources were evaluated as part of this IS / MND. Implementation of the Project would contribute additional development in the form of a digital billboard to a fully developed property and would not impact biological resources. As indicated in the discussion and analysis of Cultural Resources



in Subsection 6.1.5, none of the existing buildings on the Project are included on the National Register of Historic Places, California Register of Historical Resources, or a local register of historical resources, nor are they eligible for listing; accordingly, there would be no impact to historical resources resulting from Project implementation. The Project site is fully developed under existing conditions; therefore, no significant archaeological resources are likely to be discovered during excavation activities. Additionally, the limited degree of excavation that would be required to install the proposed billboard column and associated utility connections would not result in impacts to significant archaeological resources. Nonetheless, in an abundance of caution, Mitigation Measures MM CR-1 through MM CR-3 would be implemented to reduce impacts to archaeological resources to a level below significance. Accordingly, the Project would not degrade the quality of the environment and impacts would be less than significant with implementation of Mitigation Measures MM CR-1 through MM CR-3.

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.)*

Finding: Less-than-Significant Impact. The proposed Project would not result in impacts that are individually limited, but cumulatively considerable. Cumulative impacts of the proposed Project would be less than significant, and mitigation measures are not required.

Based on the evaluation of Project impacts provided in this document and *Technical Appendices A and B*, in every environmental subject area, the Project was found to contribute no impact or a less-than-cumulatively considerable impact. Accordingly, the proposed Project would not result in impacts that are individually limited, but cumulatively considerable and no mitigation measures are required.

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

Finding: Less-Than-Significant Impact. Based on the evaluation of Project impacts provided in this document, the Project would not cause substantial adverse effects on human beings, either directly or indirectly. Accordingly, a less-than-significant impact would occur and no mitigation measures are required.

The Project's potential to result in environmental effects that could adversely affect human beings, either directly or indirectly, is discussed throughout this IS/MND. Based on the evaluation of Project impacts discussed in this document, the Project would not cause substantial adverse effects on human beings, either directly or indirectly. Accordingly, a less-than-significant impact would occur and no mitigation measures are required by the Project with respect to this Threshold.



7.0 Mitigation Monitoring and Reporting Program

MITIGATION MEASURES	RESPONSIBLE PARTY / MONITORING PARTY	IMPLEMENTATION STAGE	COMPLIANCE STATUS
Cultural Resources			
MM CR-1 Prior to the issuance of a grading permit, the Project Applicant or construction contractor shall provide evidence to the City of Baldwin Park that the construction site supervisors and crew members involved with grading and trenching operations are trained to recognize archaeological resources, should such resources be unearthed during ground-disturbing construction activities.	Project Applicant / City of Baldwin Park	Prior to Issuance of Grading Permits	
MM CR-2 Prior to the commencement of ground-disturbing activities or grading permits, the Project Applicant shall provide evidence to the City of Baldwin Park that Native American representatives from the Gabrieleño Band of Mission Indians - Kizh Nation shall be allowed to monitor earth-moving activities and have received or will receive a minimum 15 days' advance notice of ground-disturbing activities in previously undisturbed soils.	Project Applicant / City of Baldwin Park	Prior to the Commencement of Ground-Disturbing Activities or Issuance of Grading Permits	
MM CR-3 If a significant archaeological resource(s) is discovered, the archaeological monitor, representative of the Gabrieleño Band of Mission Indians - Kizh Nation, the Project Applicant, and the City of Baldwin Park Community Development Department shall confer regarding mitigation of the discovered resource(s) pursuant to California Public Resources Code Section 21083.2. A treatment plan shall be prepared, approved by the City of Baldwin Park Community Development Department, and implemented by the archaeologist.	Project Applicant / City of Baldwin Park	Throughout Ground-Disturbing Activities	



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9.0 Persons Contributing to this Document

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