



DRAFT

**3100 Baldwin Park Boulevard Digital Billboard
Initial Study/Mitigated Negative Declaration
City of Baldwin Park, Los Angeles County, California**

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Report Date: December 23, 2024

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ACRONYMS AND ABBREVIATIONS

ALUC	Airport Land Use Commission
APN	Assessor's Parcel Number
ARB	California Air Resources Board
AQMP	Air Quality Management Plan
AQP	Air Quality Plan
BAU	business as usual
BERD	California Built Environment Resource Directory
bgs	below ground surface
CalEEMod	California Emissions Estimator Model
CAL FIRE	California Department of Forestry and Fire Protection
Caltrans	California Department of Transportation
CAP	Climate Action Plan
CBC	California Building Standards Code
CDFW	California Department of Fish and Wildlife
cd/m ²	candela per square meter
CEC	California Energy Code
CEQA	California Environmental Quality Act
CGS	California Geological Survey
CNEL	Community Noise Equivalent Level
CO ₂ e	carbon dioxide equivalent
CRHR	California Register of Historical Resources
dB	decibel
dBA	A-weighted decibel
DTSC	California Department of Toxic Substances Control
EIR	Environmental Impact Report
F-C	Freeway Commercial
FCS	FirstCarbon Solutions
FEMA	Federal Emergency Management Agency
FHSZ	Fire Hazard Severity Zones
FIRM	Flood Insurance Rate Map
GC	General Commercial
GHG	greenhouse gas
IS/MND	Initial Study/Mitigated Negative Declaration
LACSD	Los Angeles County Sanitation Districts
L _{dn}	day/night sound level

Acronyms and Abbreviations

LED	light-emitting diode
L _{eq}	equivalent continuous sound level
L _{max}	maximum instantaneous noise level
LRA	Local Responsibility Area
MBTA	Migratory Bird Treaty Act
MMRP	Mitigation Monitoring and Reporting Program
MRF	Material Recovery Facility
MRZ-2	Mineral Resource Zone 2
MT	metric ton
NAHC	Native American Heritage Commission
NO _x	nitrogen oxides
NOD	Notice of Determination
NOI	Notice of Intent
NRHP	National Register of Historic Places
ODA	Outdoor Advertising
PM	particulate matter
PM _{2.5}	particulate matter 2.5 microns or less in diameter
PM ₁₀	particulate matter 10 microns or less in diameter
ppb	parts per billion
PRC	Public Resource Code
RPS	Renewable Portfolios Standard
SB	Senate Bill
SCAQMD	South Coast Air Quality Management District
SCCIC	South Central Coastal Information Center
SCE	Southern California Edison
SCH	State Clearinghouse
SCLF	Scholl Canyon Landfill
SoCAB	South Coast Air Basin
SP	service population
SPRR	Southern Pacific Railroad
SRA	State Responsibility Area
SV	Sierra Vista Overlay
TAC	toxic air contaminants
TCR	Tribal Cultural Resources
USFWS	United States Fish and Wildlife Service
USGS	United States Geological Survey
VHFHSZ	Very High Fire Hazard Severity Zones

SECTION 1: INTRODUCTION

This Draft Initial Study /Mitigated Negative Declaration (Draft IS/MND) evaluates the proposed 3100 Baldwin Park Boulevard Digital Billboard Project (proposed project) by AllVision of Los Angeles (Project Applicant). The project site is adjacent to the Southern Pacific Railroad (SPRR) tracks located at 3100 Baldwin Park Boulevard, immediately south of Interstate 10 (I-10) in the City of Baldwin Park, (City) Los Angeles County (County), California. The Project Applicant proposes to construct and operate a dual-faced, digital/light-emitting diode (LED) billboard with associated infrastructure connections on the project site. Under existing conditions, as noted, the billboard would be constructed adjacent to the SPRR tracks near the boundary of a commercial development including a Target store.

1.1 - Purpose

The proposed project is the subject of analysis in this document pursuant to the California Environmental Quality Act (CEQA). The content of this Draft IS/MND complies with all criteria, standards, and procedures of CEQA (California Public Resource Code [PRC] Sections 21000, *et seq.*) and the CEQA Guidelines (California Code of Regulations [CCR], Title 14, Division 6, Chapter 3, §§ 15000, *et seq.*).

CEQA is a Statewide environmental statute contained in Public Resources Code Sections 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 Section 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. One discretionary approval is required of the City of Baldwin Park to implement the proposed project: a Development Agreement between the Project Applicant and Lead Agency. 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 Chapter 2, Project Description. If this Draft IS/MND is approved by the City of Baldwin Park, Responsible and Trustee agencies with approval authorities over the proposed project can use this Draft IS/MND as the CEQA compliance document as part of their decision-making processes.

1.2 - CEQA Requirements for Mitigated Negative Declarations

An IS/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 an IS/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 Draft IS/MND in its entirety:

- 1) This document, including all Sections. Section 3 contains the completed Environmental Checklist/Initial Study, and Section 4 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) One technical report is attached as Technical Appendix A. This report is 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 Section 15150.
 - A. Sign Lighting Study, prepared by Francis Krahe & Associates, dated July 23, 2024.
- 4) Project plans (elevations and colored renderings) are contained in Technical Appendix B and are 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 are hereby incorporated by reference pursuant to CEQA Guidelines Section 15150.
- 5) Tribal consultation letters are attached as Technical Appendix C.

Preparation and Processing of this Mitigated Negative Declaration

The City of Baldwin Park, Community Development Department, directed and supervised the preparation of this Draft IS/MND. Although prepared with assistance of the consulting firm FirstCarbon Solutions (FCS), the content contained within and the conclusions drawn by this Draft IS/MND reflect the sole independent judgment of the City of Baldwin Park.

This Draft IS/MND and a Notice of Intent (NOI) to adopt the Draft IS/MND will be distributed to the following entities for a 20-day public review period: (1) organizations and individuals who have

previously requested such notice in writing to the City of Baldwin Park; (2) the owners of property contiguous to the project site as shown on the latest equalized assessment roll, by direct mailing; (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 (SCH), for review by State agencies. The NOI identifies the location(s) where the IS/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), 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 20-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 20-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 IS/MND document. If substantial revisions are not necessary (as defined by CEQA Guidelines §15073.5(b)), then the IS/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 IS/MND. Public comments will be heard and considered at the hearing(s). If the IS/MND is approved by the Planning Commission, the proposed project would be recommended for approval to the City of Baldwin Park City Council. If approved, the City Council would adopt findings relative to the project's environmental effects as disclosed in the IS/MND and a Notice of Determination (NOD) will be filed with the County of Los Angeles Clerk.

Comments concerning the analysis contained in the Draft IS/MND should be sent to:

Nick Baldwin, AICP, City Planner
Planning Division
14403 Pacific Avenue
Baldwin Park, CA 91706
626.960.4011, ext. 475
Email: nbaldwin@baldwinpark.com

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SECTION 2: PROJECT DESCRIPTION

2.1 - Project Location

The 3100 Baldwin Park Boulevard Digital Billboard Project site (project site) is located in the City of Baldwin Park, in Los Angeles County, California (Exhibit 1). 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 at 3100 Baldwin Park Boulevard on Assessor's Parcel Number (APN) 8555-006-900. The project site is located immediately north of I-10, known as the San Bernadino Freeway, and encompasses a portion of the SPRR right-of-way to the east of the Baldwin Park Boulevard interchange and southwest of Francisquito Avenue, in the City of Baldwin Park (Exhibit 2). Regional access to the site is provided via I-10; local access is provided from Francisquito Avenue.

2.2 - Existing Setting

Existing Site Uses

The 18,300-square-foot project site is partially developed and contains no roads or structures. SPRR tracks traverse the center of the site from the northeast to the southwest. A 28-foot-tall railroad tunnel passes under I-10. The project site is enclosed by a chain-link fence on both sides. Two 20-foot strips of exposed soil abut either side of the SPRR tracks. Small shrubs and trees are scattered along the undeveloped strips. The project area is commercial in nature.

General Plan and Zoning

The project site is zoned Freeway Commercial (F-C) with Sierra Vista Overlay (SV).¹ The project site is designated as General Commercial (GC) by the City of Baldwin Park 2020 General Plan (General Plan) Land Use Map.² The Freeway Commercial designation is applied to properties along the I-605 and I-10 corridors and encourages a mutually beneficial mix of retail, office complexes, and complementary regional commercial centers.³

No General Plan land use amendment or zoning change is proposed or required. Development standards that would apply to the project site would come from the underlying Freeway Commercial zoning. The proposed project would also be subject to Ordinance 1510, which is effective as of July 19, 2024, amending City of Baldwin Park Municipal Code (Municipal Code) Sections 153.170.080 and adding new Sections 153.170.110 and 153.170.120 related to digital billboards.

¹ City of Baldwin Park. September 2022. City of Baldwin Park 2020 Zoning Atlas. Website: <https://www.baldwinpark.com/DocumentCenter/View/681/Zoning-Map-Book-December-2019-PDF?bidId=>. Accessed July 22, 2024.

² City of Baldwin Park. September 2022. City of Baldwin Park 2020 General Plan Land Use Map. Website: <https://www.baldwinpark.com/DocumentCenter/View/598/General-Plan-Map-Updated-September-2023-PDF?bidId=>. Accessed July 22, 2024.

³ City of Baldwin Park. 2024. City of Baldwin Park Municipal Code 153.170.080, 153.170.110, and 153.170.120. City Council Agenda June 19, 2024. Website: https://baldwinpark.granicus.com/MetaViewer.php?view_id=10&clip_id=3578&meta_id=283305. Accessed July 22, 2024.

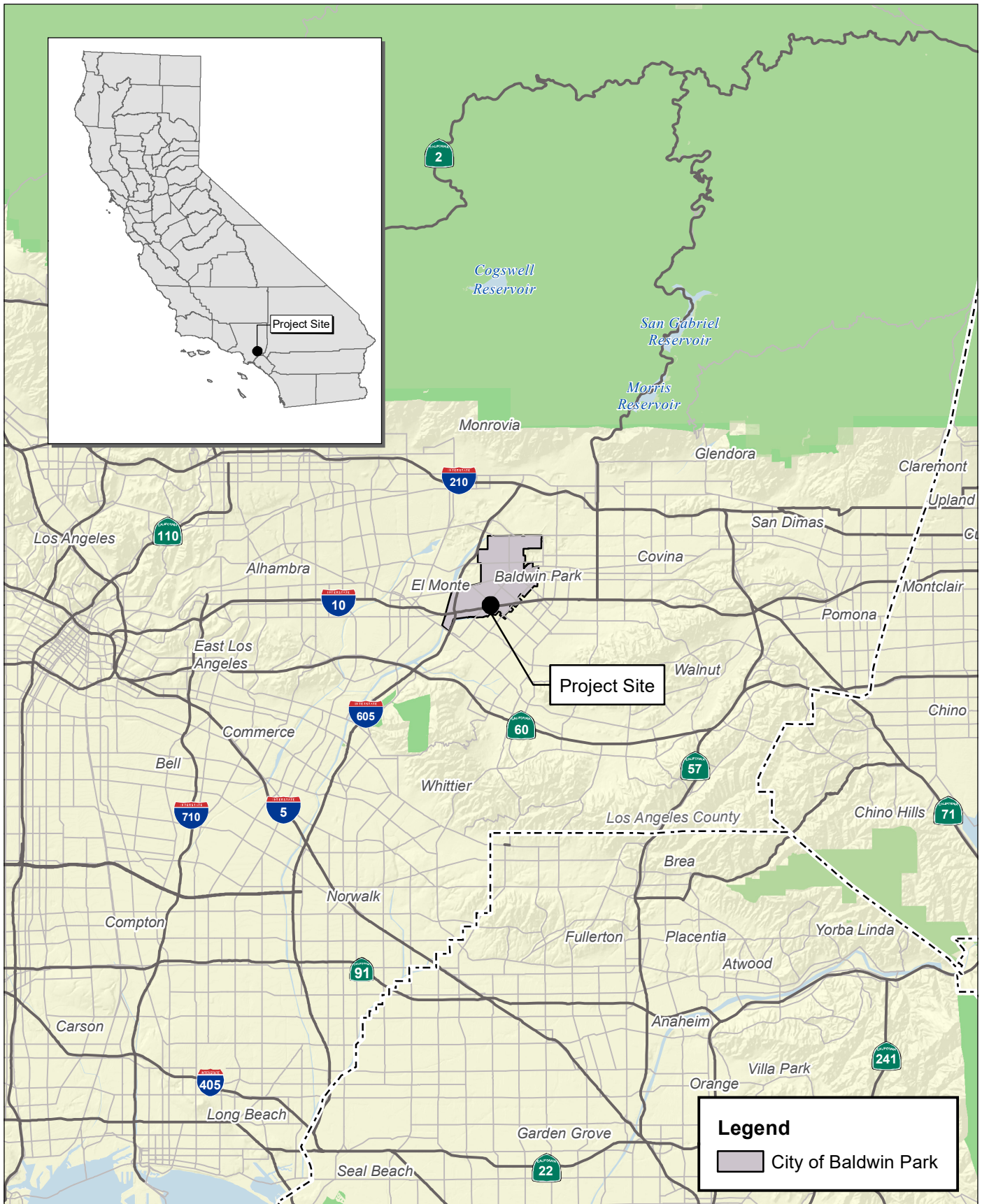
Surrounding Land Uses

As shown in Exhibit 2, the project site is located on a developed property that abuts the northern edge of I-10, east of the Baldwin Park Boulevard interchange, and southwest of Francisquito Avenue. The project site is bound to the north by a retail commercial center, loading dock, and parking lot. The commercial center contains a department store, grocery store, and fast-serve restaurants. The I-10 overpass is located on the southern boundary of the project site. Residential single-family residences are located to the north across Francisquito Avenue. The In-N-Out Burger Museum is located east of the project site.

2.3 - Project Characteristics

The Project Applicant proposes to construct a dual-faced, digital LED billboard with associated infrastructure connections adjacent to the SPRR tracks and within the SPRR right-of-way (Exhibit 3). Each of the two digital/LED billboard faces would be approximately 14 feet high and 48 feet wide, with an overall height of 80 feet; in addition, two 10-foot poles with cameras attached would be fixed to the apron of both billboards. The proposed billboard structure would be supported by a 6-foot-wide pipe column encased in a pole cover, bracing, and torsion tube connecting the billboards to the support structure. The pipe column would be installed on the northern side of the SPRR tracks with the digital/LED billboards crossing over to face drivers on I-10.

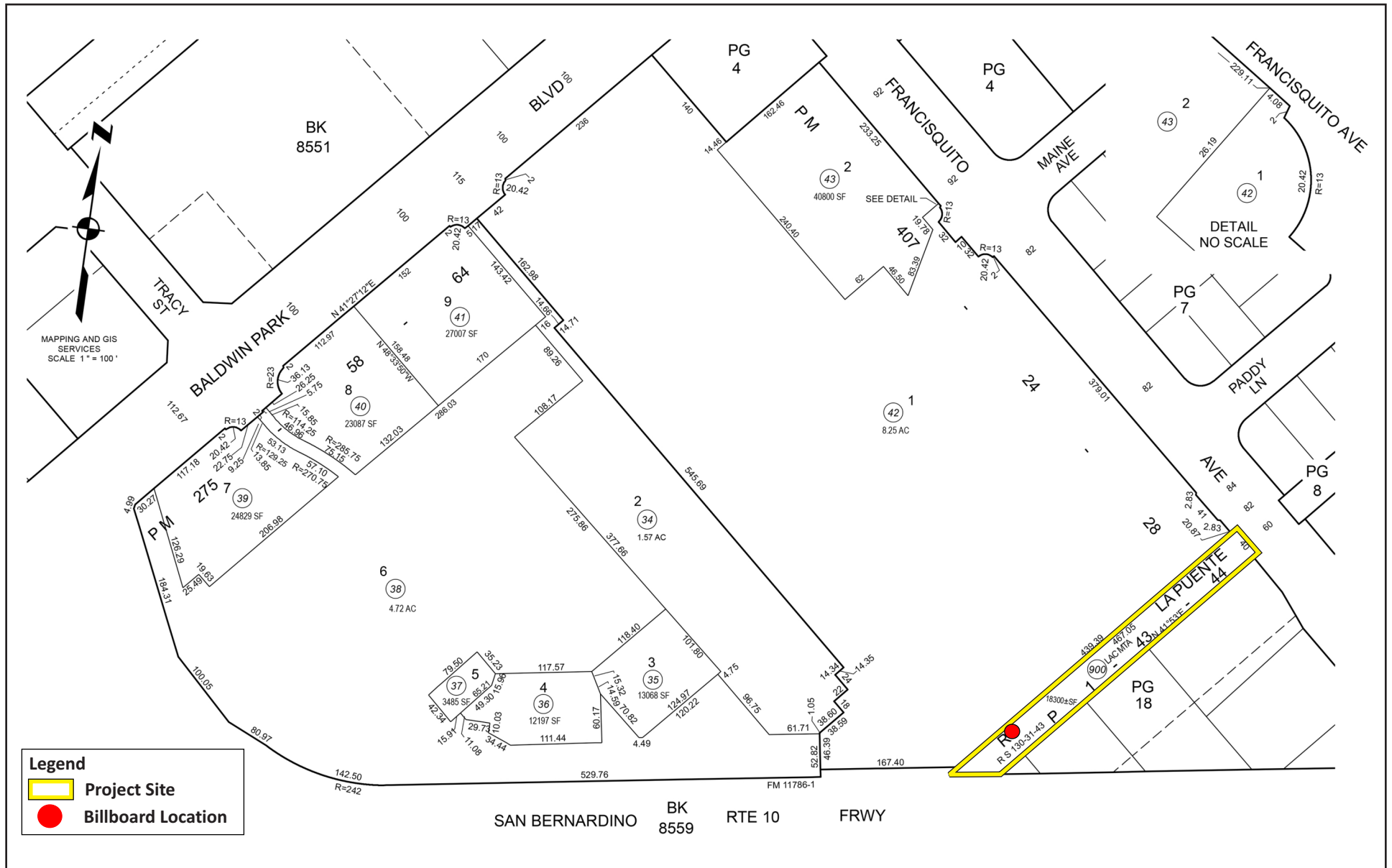
Project operation would include the display of alternating LED advertisements on two back-to-back billboards projecting in a single direction. Luminance of the LED advertisements would operate at 300 candela per square meter (cd/m²).



Source: Census 2000 Data, The California Information Library (CaSIL).



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2.4 - Project-related Approvals

Caltrans Outdoor Advertising Display Permit

Pursuant to the Federal Highway Beautification Act (1965) and State Outdoor Advertising Act (2014), the California Department of Transportation (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 Applicant proposes to develop a digital, dual- faced billboard adjacent to I-10; therefore, the proposed 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 proposed 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.⁴

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 inherit of the construction and operation of the proposed billboard project described in this document.

Requested Entitlements

The Project Applicant requests approval of the following entitlements:

- Development Agreement between the City and the Developer to install a digital billboard within the corridor of an interstate freeway (I-10);
- Building Permit (City of Baldwin Park);
- Approval of a development/design plan pursuant to the Outdoor Advertising Act (Caltrans).

⁴ California Department of Transportation (Caltrans). 2021. Website: <https://dot.ca.gov/programs/traffic-operations/oda/permit-requirements>. Accessed July 22, 2024.

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SECTION 3: ENVIRONMENTAL CHECKLIST FORM

3.1 - Background

1.	Project Title: 3100 Baldwin Park Boulevard Digital Billboard
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 Address: Nick Baldwin, City Planner City of Baldwin Park 14403 East Pacific Avenue Baldwin Park, CA 91706 Email: melissac@baldwinpark.com
4.	Project Location: 3100 Baldwin Park Boulevard, Baldwin Park, California
5.	Project Sponsor's Name and Address: AllVision 1121 South Boyle Avenue, Suite 201 Los Angeles, CA 90023
6.	General Plan Designation: General Commercial (GC)
7.	Zoning: Freeway Commercial (F-C) with Sierra Vista Overlay (SV)
8.	Description of the Proposed Project: See Section 2.3.
9.	Surrounding Land Uses and Setting: See Section 2.2.
10.	Other public agencies whose approval is required: Caltrans for approval of a development/design plan pursuant to the Outdoor Advertising Act
11.	Have California Native American Tribes traditionally and culturally affiliated with the project area requested consultation pursuant to Public Resources Code Section 21080.3.1? If so, is there a plan for consultation that includes, for example, the determination of significance of impacts to Tribal Cultural Resources, procedures regarding confidentiality, etc.? The City initiated Assembly Bill (AB) 52 Tribal Consultation by sending letters to three Nations that requested to be consulted on all City of Baldwin projects. The letters were dated December 12, 2024, and the response period remains open until January 11, 2025. As of the date of publication of this Draft IS/MND, only one Tribal response has been received from the Gabrieleño Band of Mission Indians – Kizh Nation, asking about the depth of excavation. No other responses have been received to date. Any consultation efforts or mitigation measures provided by the consulting Tribe(s) is to be determined after the close of the response period.

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SECTION 4: ENVIRONMENTAL CHECKLIST AND ENVIRONMENTAL EVALUATION

Environmental Factors Potentially Affected					
The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" as indicated by the checklist on the following pages.					
<input type="checkbox"/>	Aesthetics	<input type="checkbox"/>	Agriculture and Forestry Resources	<input type="checkbox"/>	Air Quality
<input type="checkbox"/>	Biological Resources	<input checked="" type="checkbox"/>	Cultural Resources	<input type="checkbox"/>	Energy
<input type="checkbox"/>	Geology/Soils	<input type="checkbox"/>	Greenhouse Gas Emissions	<input type="checkbox"/>	Hazards/Hazardous Materials
<input type="checkbox"/>	Hydrology/Water Quality	<input type="checkbox"/>	Land Use/Planning	<input type="checkbox"/>	Mineral Resources
<input type="checkbox"/>	Noise	<input type="checkbox"/>	Population/Housing	<input type="checkbox"/>	Public Services
<input type="checkbox"/>	Recreation	<input type="checkbox"/>	Transportation	<input checked="" type="checkbox"/>	Tribal Cultural Resources
<input type="checkbox"/>	Utilities/Services Systems	<input type="checkbox"/>	Wildfire	<input checked="" type="checkbox"/>	Mandatory Findings of Significance
Environmental 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.
- ☒ I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
- ☐ I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
- ☐ I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measure based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
- ☐ I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Date: 12/19/24

Signed: [Signature]

Evaluation of Environmental Impacts

The environmental analysis in this section is patterned after CEQA Guidelines Appendix G. An explanation is provided for all responses with the exception of “No Impact” responses, which are supported by the cited information sources. The responses consider the whole action involved, including on- and off-site project level and cumulative, indirect and direct, and short-term construction and long-term operational impacts. The evaluation of potential impacts also identifies the significance criteria or threshold, if any, used to evaluate each impact question. If applicable, mitigation measures are identified to avoid or reduce the impact to less than significant. There are four possible responses to each question:

- **Potentially Significant Impact.** This response is appropriate when there is substantial evidence that an effect is significant. If there are one or more "Potentially Significant Impact" entries, upon completion of the Initial Study, an EIR is required.
- **Less than Significant With Mitigation Incorporated.** This response applies when the incorporation of mitigation measures has reduced an effect from "Potentially Significant Impact" to a "Less Than Significant Impact." The Lead Agency must describe the mitigation measures and briefly explain how they reduce the effect to a less than significant level.
- **Less than Significant Impact.** A less than significant impact is one which is deemed to have little or no adverse effect on the environment. Mitigation measures are, therefore, not necessary, although they may be recommended to further reduce a minor impact.
- **No Impact.** These issues were either identified as having no impact on the environment or they are not relevant to the project.

Environmental Issues	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
4.1 Aesthetics <i>Except as provided in Public Resources Code Section 21099, would the project:</i>				
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 building within a State Scenic Highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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"/>

Existing Setting

The 18,300-square-foot project site contains SPRR tracks, which traverse the site from the northeast to the southwest. A 28-foot-tall railroad tunnel passes under I-10. The project site is enclosed by a chain-link fence on both sides. Two 20-foot strips of exposed soil abut either side of the SPRR tracks. Small shrubs and trees are scattered along the undeveloped strips. The proposed project would result in the construction of a dual-faced digital billboard on the southwestern portion of the project site.

Public views of the project site are available primarily to motorists traveling along I-10 and motorists and pedestrians traveling along Baldwin Park Boulevard and Francisquito Avenue. The visual character of the I-10 corridor in the vicinity of the project site consists of views of commercial building frontages, cement dividers located along the center and shoulder of the I-10, and large street trees. Views of the project site experienced from the I-10 corridor consist of the frontage of site-adjacent commercial buildings and nearby trees. Views of the project site from Baldwin Park Boulevard include frontage views of commercial buildings, asphalt parking lot, and vegetation. Impacts to private views are not a subject of consideration in this document because the City does not have any established ordinances or policies that protect views from privately owned property.

a) Have a substantial adverse effect on a scenic vista?

Less than significant impact. The City contains no designated scenic vistas, although views of regional scenic features may still be available within the City or from elevated freeways and multi-story buildings. The nearest potential regional scenic features within the vicinity include views of the San Gabriel Mountains, approximately 7 miles to the north, and the Hacienda Hills, approximately 4.5 miles to the southwest. 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 Municipal Code requirements for billboard signage, project-related development would not adversely affect views of the San Gabriel Mountains or Hacienda Hills from nearby public viewing areas on clear days when the mountains are visible because the maximum height of the billboard would reach approximately 80 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 (80 feet above existing grade) compared to the approximate 10,000-foot peak height of the mountain range, the proposed project would not have a substantial adverse effect on the public views of the surrounding mountains.⁵ Therefore, because there are no designated scenic vistas in the City and views of scenic features would still be available as discussed above, the proposed project would result in a less than significant impact.

Based on the foregoing analysis, the future development of a billboard on the southwestern portion of the project site would not have a substantial adverse effect on scenic vistas, and a less than significant impact would occur.

b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic building within a State Scenic Highway?

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 project site is developed and no trees or rock outcroppings are located within the southwestern portion of the project site. The proposed project would not entail the damage or removal of any trees or rock outcroppings. Additionally, the proposed 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 I-10 located adjacent to the project site.⁶

⁵ United States Geological Survey (USGS). 2004. Geologic Setting of the Transverse Ranges Province. Website: <https://pubs.usgs.gov/of/1996/ofr-96-0263/geoset.htm>. Accessed July 22, 2024.

⁶ California Department of Transportation (Caltrans). 2019. Caltrans Scenic Highway System List. Website: <https://caltrans.maps.arcgis.com/apps/webappviewer/index.html?id=465dfd3d807c46cc8e8057116f1aaca>. Accessed July 23, 2024.

Therefore, the proposed project has no potential to damage scenic resources within a State scenic highway and no impact would occur.

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

No impact. The project site and the surrounding area are fully urbanized and developed with commercial and freeway-oriented land uses. A potential impact would occur if the proposed project conflicted with the City's zoning or the provisions of the ODA discussed above. The proposed project would be consistent with the existing zoning of the site, which is F-C with SV. Additionally, the signs would comply with the requirements of Municipal Code Section 153.170.110, effective July 19, 2024, governing construction and operations of electronic billboards. The proposed project would be subject to approval of an ODA Display Permit by Caltrans. The ODA Display Permit would assure that certain location and design features of the proposed 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.⁷

Exhibit 4 provides visual simulations of the proposed project from the I-10 corridor. 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. Accordingly, there would be no impact.

- d) **Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?**

Less than significant impact. Exterior lighting is present within neighboring commercial areas to the north, east, and west of the project site. 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 I-10. Because of the height of the billboard (80 feet), all or a portion of the LED display also would be visible from nearby properties, including the residential neighborhood to the north. As shown on Exhibit 5, the lighting study demonstrates that the illuminance from the sign at the residential property line will be less than 0.37 foot-candles. Light energy decreases exponentially with distance. Therefore, all residential use properties located farther from the sign would receive less than 0.37 foot-candles, or less than 50 percent of the maximum 0.74 foot-candles permitted by the California Energy Code. Therefore, the proposed project would not result in a light trespass impact at residential or sensitive use properties.

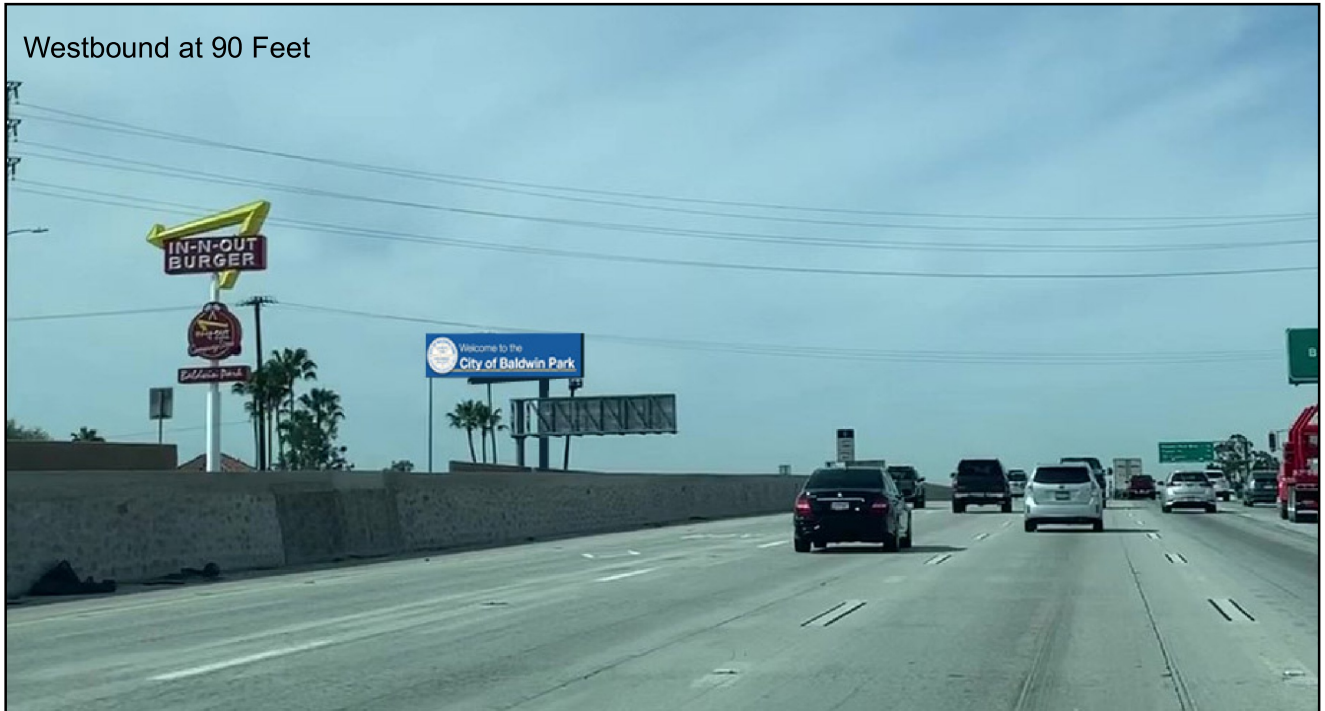
⁷ California Department of Transportation (Caltrans). 2021. Website: <https://dot.ca.gov/programs/traffic-operations/oda/permit-requirements>. Accessed July 22, 2024.

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Eastbound at 90 Feet

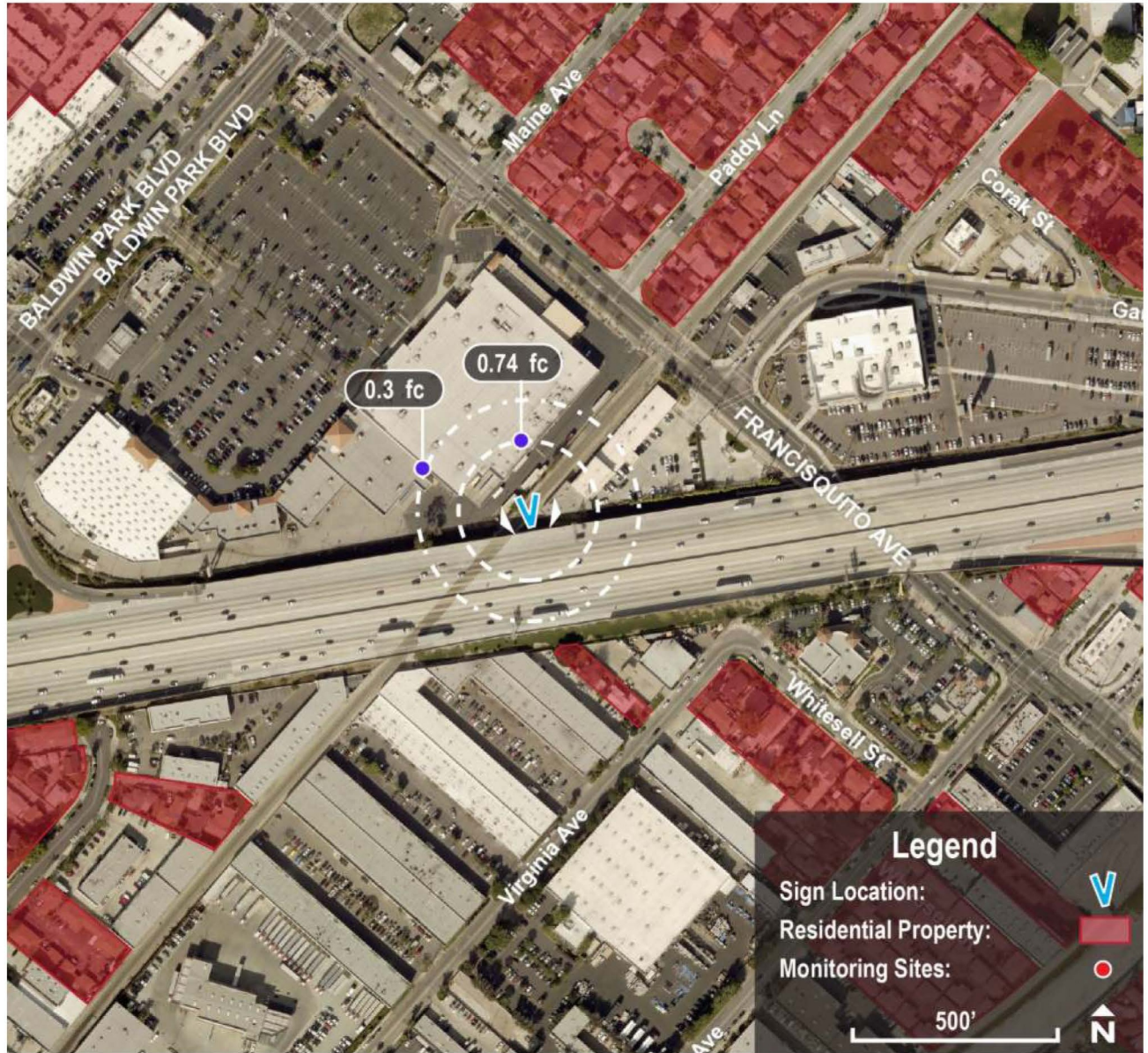


Westbound at 90 Feet



Source: De Novo Planning Group, 12/28/2020.

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Source: 07/23/2024.

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Municipal Code Section 153.170.110, effective July 19, 2024, regulates the operation of digital billboards with respect to illumination. The proposed billboard would be required to be equipped with automatic dimming controls, either by photocell (hardwire) or via software settings, in order to bring the lighting level down to avoid spillover and light trespass onto abutting or adjacent properties and to avoid glare at any time of the day. This feature would allow the billboard to meet the light intensity requirement with respect to changes in ambient light conditions.

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 1 foot away (for reference, a 100-watt light bulb produces 137 foot-candles 1 foot away). The threshold for a lighting impact is 0.7 foot-candles. Project operation would include the display of alternating LED advertisements on two back-to-back billboards projecting in a single direction. The proposed sign was evaluated in comparison to a conservative light trespass illuminance threshold of maximum 0.37 foot-candles, or less than 50 percent of the maximum 0.74 foot-candles permitted by the California Energy Code (CEC) for Zone 2, Urban Areas, as defined by the US Census. The nearest adjacent residential use property is located more than 350 feet from the proposed sign, and at that distance the illuminance from the sign at the residential property line would be less than 0.37 foot-candles. Light energy decreases exponentially with distance. Therefore, all residential use properties located farther from the proposed sign would receive less than 0.37 foot-candles, or less than 50 percent of the maximum permitted by the CEC.⁸ The maximum sign luminance would be substantially less than (82 percent less than) the maximum permitted by the California Vehicle Code during the night and during the day. Therefore, the sign would not create a source of glare for drivers on adjacent freeways or surface streets.

Compliance with the Municipal Code would ensure that the proposed project would not result in substantial light and/or glare that would adversely affect day or nighttime views in the area. Therefore, impacts would be less than significant.

Mitigation Measures

None required.

⁸ Francis Krahe & Associates. 2024. Baldwin Park Metro Sign Lighting Study. July 23.

Environmental Issues	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
4.2 Agriculture and Forestry Resources <i>In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the State's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:</i>				
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 nonagricultural 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 nonagricultural use or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Existing Setting

In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland.⁹ In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection (CAL FIRE) regarding the State's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project and forest

⁹ California Department of Conservation. 1997. Website: https://www.conservation.ca.gov/dlrp/Pages/qh_lesa.aspx. Accessed July 22, 2024.

carbon measurement methodology provided in Forest Protocols as adopted by the California Air Resources Board (ARB).

The City of Baldwin Park does not contain any significant agricultural resources. The 18,300-square-foot project site contains SPRR tracks and 20-foot-wide strips of exposed soil on either side. Small shrubs and trees are scattered along the undeveloped strips.

- 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 nonagricultural use?**

No impact. The project site contains small shrubs and trees scattered along the SPRR tracks. There are no agricultural operations located on the project site. According to the California Department of Conservation Important Farmland Finder, there are no lands classified as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance on or near the project site.¹⁰ Therefore, the proposed project would not directly or indirectly convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance to nonagricultural use. No impacts would occur.

- b) Conflict with existing zoning for agricultural use, or a Williamson Act Contract?**

No impact. The project site and surrounding area do not include agricultural zoning or agricultural uses and is commercial in nature. The project site is zoned as F-C with SV Overlay by the City's General Plan Zoning Map (Exhibit 5).¹¹ Additionally, there are no Williamson Act Contracts within project site boundaries.¹² The project site does not contain agricultural zoning and, as such, does not contain Williamson Act lands. No impacts would occur.

- 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))?**

No impact. The project site contains small shrubs and trees scattered along the SPRR tracks. The project site does not contain forest land, timberland, or timberland zoned Timberland Production. The project site is currently zoned as F-C, which does not include forest or timberland uses. As such, the proposed project would not 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)). No impacts would occur.

¹⁰ California Department of Conservation. 2022. California Important Farmland Finder. Website: <https://maps.conservation.ca.gov/dlrp/ciff/>. Accessed July 22, 2024.

¹¹ City of Baldwin Park. September 2022. City of Baldwin Park 2020 General Plan Zoning Map. Website: <https://www.baldwinpark.com/DocumentCenter/View/681/Zoning-Map-Book-December-2019-PDF?bidId=>. Accessed July 22, 2024.

¹² California Department of Conservation. 2022. California Williamson Act Enrollment Finder. Website: <https://maps.conservation.ca.gov/dlrp/WilliamsonAct/>. Accessed July 22, 2024.

d) Result in the loss of forest land or conversion of forest land to non-forest use?

No impact. The project site does not contain any Forest Land or Forestry Resources. Therefore, project implementation would not result in the loss of forest land or conversion of forest land to non-forest use. No impacts would occur.

e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to nonagricultural use or conversion of forest land to non-forest use?

No impact. The project site does not contain any Forest Land or Forestry Resources. Therefore, project implementation would not involve other changes in the existing environment which, due to their location or nature, could result in conversion of forest land to non-forest use. No impacts would occur.

Mitigation Measures

None required.

Environmental Issues	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
4.3 Air Quality <i>Where available, the significance criteria established by the applicable air quality management district or air pollution control district may be relied upon to make the following determinations.</i> <i>Would the project:</i>				
a) Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is nonattainment under an applicable federal or State ambient air quality standard?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Result in other emissions (such as those leading to odors or) adversely affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Existing Setting

Where available, the significance criteria established by the applicable air quality management district or air pollution control district may be relied upon to make the following determinations.

The proposed project is located within the City of Baldwin Park, in Los Angeles County, which is within the South Coast Air Basin (SoCAB). The SoCAB includes all of Orange County, Los Angeles County (except for the Antelope Valley), the non-desert portion of western San Bernardino County, and the western and Coachella Valley portions of Riverside County. The San Gabriel, San Bernardino, and San Jacinto Mountains bound the SoCAB on the north and east while the Pacific Ocean lies to the west of the SoCAB. The southern limit of the SoCAB is the San Diego County line. The SoCAB is under the jurisdiction of South Coast Air Quality Management District (SCAQMD).¹³

The air pollutants for which national and State standards have been promulgated and that are most relevant to air quality planning and regulation in the SoCAB include ozone (O₃), nitrogen oxides (NO_x), carbon monoxide (CO), particulate matter, including dust, 10 microns or less in diameter (PM₁₀), and particulate matter, including dust, 2.5 microns or less in diameter (PM_{2.5}). In addition, toxic air contaminants (TACs) are of concern in SoCAB. Each of these pollutants is briefly described below. Other pollutants that are regulated but not considered an issue in the project area are sulfur dioxide, vinyl chloride, sulfates, hydrogen sulfide, and lead; the proposed project would not emit substantial quantities of those pollutants, so they are not discussed further in this section.

¹³ South Coast Air Quality Management District (SCAQMD). 2022. Air Quality Management Plan. Website: <https://www.aqmd.gov/home/air-quality/air-quality-management-plans/air-quality-mgt-plan>. Accessed July 23, 2024.

Construction and operation of the proposed project would be subject to applicable SCAQMD rules and requirements. The SCAQMD CEQA Guidelines were developed to assist local jurisdictions and lead agencies in complying with the requirements of CEQA regarding potentially adverse impacts to air quality.¹⁴ The City has adopted a dust control ordinance and provisions for site watering during construction to minimize particulates.

Baldwin Park is located in a highly urbanized environment with the few remaining vacant acreages gradually being developed. Particulate emissions arising from various sources within Baldwin Park contribute to the degradation of the region's air quality.

a) Conflict with or obstruct implementation of the applicable air quality plan?

Less than significant impact. The SCAQMD has adopted a series of Air Quality Management Plans (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 (2016) was adopted by the SCAQMD Governing Board. 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:** A proposed project would not result in an increase in the frequency or severity of existing air quality violations, or cause or contribute to new violations, or delay the timely attainment of the AQMP's air quality standards or the interim emissions reductions.
- **Consistency Criterion No. 2:** A proposed project would not exceed the AQMP's assumptions or increments based on the years of the project buildout phase.

The 2022 AQMP is the current applicable regional Air Quality Plan (AQP) of SCAQMD. On December 2, 2022, the SCAQMD adopted the 2022 AQMP. The primary goals of the AQP are to protect public health and protect the climate. The 2022 AQMP continues the efforts to attain the 2015 8-hour ozone standard of 70 parts per billion (ppb) by 2037. The 2022 AQMP also updates previous attainment plans for ozone and PM_{2.5} that have not yet been met.¹⁵

Because the proposed project does not involve population or employment growth, determining consistency with the 2022 AQMP involves assessing whether applicable control measures contained in the 2022 AQMP are implemented and whether implementation of the proposed project would disrupt or hinder implementation of AQP control measures. While none of the control measures contained in the 2022 AQMP are applicable to the construction nor operation of electronic billboards, all projects within SCAQMD's jurisdiction are required to implement Rule 403 (listed in Setting section above) as the best available control measures during construction activities. As discussed in Impact 2.3(b), the proposed project would implement all best available control measures consistent with Rule 403 during construction activities and would be consistent with the

¹⁴ South Coast Air Quality Management District (SCAQMD). 2022. Air Quality Analysis Handbook. Website: <https://www.aqmd.gov/home/rules-compliance/ceqa/air-quality-analysis-handbook>. Accessed July 23, 2024.

¹⁵ South Coast Air Quality Management District (SCAQMD). 2022. Air Quality Management Plan. Website: <https://www.aqmd.gov/home/air-quality/air-quality-management-plans/air-quality-mgt-plan>. Accessed July 23, 2024.

assumptions in the AQMP. Furthermore, the proposed project would not include any special features that would disrupt or hinder implementation of the AQMP control measures. Therefore, the proposed project would not conflict with or obstruct implementation of the 2022 AQMP. This impact would be less than significant.

b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is nonattainment under an applicable federal or State ambient air quality standard?

Less than significant impact. The SCAQMD's thresholds of significance represent the allowable amount of emissions a project can generate without generating a cumulatively considerable contribution to regional air quality impacts. Therefore, a project that would not exceed the SCAQMD thresholds of significance on a project level also would not be considered to result in a cumulatively considerable contribution to these regional air quality impacts.

The SoCAB 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}.¹⁶ As a single sign project with minimal construction and operational-related emissions, the proposed project would result in a negligible level of emissions in comparison to SCAQMD's regional thresholds of significance. Therefore, the project would not result in a cumulatively considerable net increase in emissions. Accordingly, implementation of the proposed project would not substantially contribute to a net increase of any criteria pollutants for which the project region is nonattainment or is considered an O₃ precursor; therefore, impacts would be less than significant and less than cumulatively considerable.

c) Expose sensitive receptors to substantial pollutant concentrations?

Less than significant impact. This impact evaluates the potential for the proposed project's construction and operational emissions to expose sensitive receptors to substantial pollutant concentration. Sensitive receptors are defined as those individuals who are sensitive to air pollution including children, the elderly, and persons with preexisting respiratory or cardiovascular illness. For purposes of CEQA, the SCAQMD considers a sensitive receptor to be a location where a sensitive individual could remain for 24 hours, such as residences, hospitals, or convalescent facilities.¹⁷ For the proposed project, the closest off-site sensitive receptor is a residence located approximately 200 feet northwest of the project boundary.

As described in Impact 4.3(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 proposed 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

¹⁶ SCAQMD, Air Quality Handbook, 2013, Ch. 2.

¹⁷ South Coast Air Quality Management District (SCAQMD). 2008. Final Localized Significance Threshold Methodology. Revised July 2008. Website: <https://www.aqmd.gov/docs/default-source/ceqa/handbook/localized-significance-thresholds/final-lst-methodology-document.pdf?sfvrsn=2>. Accessed July 23, 2024.

substantial pollutant concentrations would result from the project's construction or operation and a less than significant impact to sensitive receptors would occur.

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

Less than significant impact. 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 proposed project would be less than significant and no mitigation is required.

Mitigation Measures

None required.

Environmental Issues	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
4.4 Biological Resources <i>Would the project:</i>				
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or United States Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the California Department of Fish and Wildlife or United States Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Have a substantial adverse effect on State or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of wildlife nursery sites?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or State habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

- a) **Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or United States Fish and Wildlife Service?**

No impact. Under existing conditions, areas within 500 feet of the project site are urbanized, with no native vegetation communities or wildlife habitats present. 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.

- b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the California Department of Fish and Wildlife or United States Fish and Wildlife Service?**

No impact. The area surrounding the potential project site is fully developed. The site does not contain any naturally occurring vegetation communities that could be considered as sensitive, including riparian habitat. Therefore, no impact would occur.

- c) Have a substantial adverse effect on State or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?**

No impact. The project site occurs in an urban developed area in the City of Baldwin Park. No wetlands or other hydrological features that meet criteria as waters of the United States or waters of the State are present within the proposed project site. Additionally, the project site is not located adjacent to any known potentially jurisdictional water body. The nearest jurisdictional feature is the Los Angeles River channel, located approximately 0.29 miles south of the project site. Therefore, no impact would occur.

- d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of wildlife nursery sites?**

Less than significant impact. 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) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?**

No impact. City of Baldwin Park Ordinance 153.165 governs tree preservation and protection. However, construction of the billboard would not require the removal of trees, and the proposed project would not conflict with any other local policies or ordinances protecting biological resources. Therefore, no impact would occur.

f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or State habitat conservation plan?

No impact. According to the California Department of Fish and Wildlife (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.¹⁸ Therefore, the proposed project has no potential to conflict with any of the above and no impact would occur.

Mitigation Measures

None required.

¹⁸ California Department of Fish and Wildlife (CDFW). 2024. NCCP Plan Summaries. Website: <https://wildlife.ca.gov/Conservation/Planning/NCCP>. Accessed July 23, 2024.

Environmental Issues	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
4.5 Cultural Resources <i>Would the project:</i>				
a) Cause a substantial adverse change in the significance of a historical resource as pursuant to Section 15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a) Cause a substantial adverse change in the significance of a historical resource as pursuant to Section 15064.5?

No impact. The subject property is not included in the National Register of Historic Places (NRHP), the California Register of Historical Resources (CRHR), or the California Built Environment Resource Directory (BERD). Additionally, the records search conducted at the South Central Coastal Information Center (SCCIC) and a pedestrian survey conducted by a qualified Archaeologist failed to identify historic resources within the project boundaries. Thus, no impact to historical resources would occur.

b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?

Less than significant impact with mitigation incorporated. The records search conducted at the SCCIC for the project site and its 0.5-mile surrounding radius, identified five archaeological resources (all five are historic), none of which are located within the project boundaries. In addition, the results of the pedestrian survey did not locate or identify any archaeological resources. Nevertheless, it is possible that earthmoving activities associated with project construction could encounter previously undiscovered archaeological resources. Archaeological resources can include but are not limited to stone, bone, wood, or shell artifacts or features, including hearths and structural elements. Damage or destruction of these resources would be a potentially significant impact. Implementation of MM CUL-1 would ensure that this potential impact is reduced to a less than significant level.

c) Disturb any human remains, including those interred outside of formal cemeteries?

No impact. No human remains or cemeteries are known to exist within or near the project site. Although human remains within the project site are unlikely, there is always the possibility that earthmoving activities associated with project construction could potentially damage or destroy previously undiscovered human remains. In the event of the accidental discovery or recognition of

any human remains, CEQA Guidelines Section 15064.5, Health and Safety Code Section 7050.5, and Public Resources Code Sections 5097.94 and 5097.98 must be followed. 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.

Mitigation Measures

- 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. At the request of the City of Baldwin Park, and if required by the consulting Tribe, the Project Applicant shall retain a Tribal Monitor to be present to monitor the augering phase of construction-related 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, MM CR-2 shall apply.
- MM CR-2** If a significant archaeological resource(s) is discovered, the Archaeological Monitor, 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.

Environmental Issues	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
4.6 Energy <i>Would the project:</i>				
a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Conflict with or obstruct a State or local plan for renewable energy or energy efficiency?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?

Less than significant impact. Conserving energy includes decreasing overall energy consumption, decreasing reliance on natural gas and oil, and increasing reliance on renewable energy sources. In particular, the proposed project would be considered “wasteful, inefficient, and unnecessary” if it were to violate State and federal energy standards and/or result in significant adverse impacts related to project energy requirements, energy inefficiencies, energy intensiveness of materials, cause significant impacts on local and regional energy supplies or generate requirements for additional capacity, fail to comply with existing energy standards, otherwise result in significant adverse impacts on energy resources, or conflict or create an inconsistency with applicable plan, policy, or regulation.

During construction, the proposed project would result in energy consumption through the combustion of fossil fuels in construction vehicles, worker commute vehicles, and construction equipment and the use of electricity for temporary buildings, lighting, and other sources. No natural gas would be utilized as part of construction. Fossil fuels used for construction vehicles and other energy-consuming equipment would be used during demolition, grading, paving, and building construction activities. The types of equipment could include gasoline- and diesel-powered construction and transportation equipment, including trucks, bulldozers, front-end loaders, forklifts, and cranes. Other equipment could include electrically driven equipment such as pumps and other tools. Based on CalEEMod estimates for the proposed project, construction-related worker and hauling vehicle trips would consume an estimated 253 gallons of diesel and gasoline, combined, and construction-related equipment would consume an estimated 460 gallons of diesel and gasoline, combined, during project construction.

Limitations on idling of vehicles and equipment and requirements that equipment be properly maintained would result in fuel savings. California Code of Regulations Title 13, Sections 2449(d)(3) and 2485 limit idling from both on-road and off-road diesel-powered equipment and are enforced by the ARB. In addition, given the cost of fuel, contractors and owners have a strong financial incentive to avoid wasteful, inefficient, and unnecessary consumption of energy during construction.

Because of the temporary nature of construction and the financial incentives for developers and contractors to implement energy-efficient practices, project construction activities would not result in wasteful, inefficient, and unnecessary consumption of energy.

The proposed project would use a limited amount energy resources for the operation of the digital billboard (e.g., electricity), for on-road vehicle trips 6–8 times per year for maintenance (e.g., gasoline and diesel fuel) generated by the proposed project (both during project construction and operation), and from off-road construction activities associated with the proposed project (e.g., diesel fuel). Each of these activities would require the use of energy resources. The Project Applicant would be responsible for conserving energy, to the extent feasible, and would be required to comply with Statewide and local measures regarding energy conservation, such as Title 24 building efficiency standards.

The proposed project would be in compliance with all applicable federal, State, and local regulations regulating energy usage. Therefore, the impact related to fuel and electricity consumption would be less than significant.

b) Conflict with or obstruct a State or local plan for renewable energy or energy efficiency?

Less than significant impact. As described above, construction activities would involve energy consumption in various forms and would be limited by California regulations such as California Code of Regulations Title 13, Sections 2449(d)(3) and 2485, which limit idling from both on-road and off-road diesel-powered equipment and are enforced by the ARB. The proposed project would be required to comply with these regulations. There are no renewable energy standards applicable to construction activities for the proposed project.

Thus, it is anticipated that construction of the proposed project would not conflict with any applicable plan, policy, or regulation adopted for the purpose of reducing energy use or increasing the use of renewable energy.

Additionally, the proposed project would consume electricity delivered by a California utility during operation. According to Senate Bill (SB)100, California’s Renewables Portfolio Standard (RPS) requires that 100 percent of electricity retail sales in California be sourced with renewable energy sources by 2045. Southern California Edison (SCE) would provide the electricity to the proposed project through the existing grid. SB 32 mandates a Statewide greenhouse gas (GHG) emissions reduction goal to 40 percent below 1990 levels by the year 2030. Further, Assembly Bill (AB) 1279 establishes a new Statewide goal to achieve net zero GHG emissions by 2045 at the latest and maintain net negative emissions after 2045.¹⁹ Therefore, the proposed project would receive electricity from a utility company that meets California’s RPS requirements as well as the State requirements through 2045.

In addition, the proposed project would be designed and constructed in accordance with the applicable State’s Title 24 energy efficiency standards. Part 6 of Title 24 Part 11 sets the sign lighting control measures for nonresidential buildings. Chapters 4 and 5 of Title 24 establish mandatory

¹⁹ State of California. Executive Order B-55-18 to Achieve Carbon Neutrality. Website: <https://www.ca.gov/archive/gov39/wp-content/uploads/2018/09/9.10.18-Executive-Order.pdf>. Accessed July 23, 2024.

measures for nonresidential buildings, including material conservation and resource efficiency. The proposed project would be required to comply with these mandatory measures and would be constructed in accordance with City standards. Thus, the proposed project would not conflict with any applicable plan, policy, or regulation adopted for the purpose of reducing energy use or increasing the use of renewable energy. This impact would be less than significant.

Mitigation Measures

None required.

Environmental Issues	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
4.7 Geology and Soils <i>Would the project:</i>				
a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	<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 direct or indirect 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 of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Existing Setting

Geologic and seismic issues particularly relevant to Baldwin Park include the potential for earthquake activity and secondary effects related to faults in the region. No active faults traverse the

City. However, several major faults have been identified in the region with the potential to cause damage in Baldwin Park, as identified in Figure PS-1 of the General Plan.²⁰

- a) **Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury or death involving:**
 - i) **Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.**

No impact. There are no faults on the project site, and the project site is not located within an Alquist-Priolo earthquake fault zone.²¹ Therefore, there is no potential for ground rupture at the site.

- ii) **Strong seismic ground shaking?**

Less than significant impact. 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.²²

Like all other development projects within Southern California, the proposed project has the potential to expose people or structures to adverse effects associated with seismic events. The proposed project would be required to comply with the most current California Building Standards Code (CBC), which requires the incorporation of special structural design standards to attenuate hazards associated with credible seismic ground shaking events that are anticipated within the project site and surrounding 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.²³ As such, impacts would be less than significant, and mitigation is not required.

- iii) **Seismic-related ground failure, including liquefaction?**

Less than significant impact. The project site is located within a current mapped California Geological Survey (CGS) Liquefaction Hazard Zone.²⁴ 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

²⁰ City of Baldwin Park. 2002. City of Baldwin Park 2020 General Plan Public Safety Element. Website: <https://www.baldwinpark.com/DocumentCenter/View/565/Public-Safety-PDF>. Accessed July 23, 2024.

²¹ United States Geological Survey. 2024. Earthquake Zones of Required Investigation. Website: <https://maps.conservation.ca.gov/cgs/EQZApp/>. Accessed July 23, 2024.

²² Ibid.

²³ City of Baldwin Park. 2002. City of Baldwin Park 2020 General Plan Public Safety Element. Website: <https://www.baldwinpark.com/DocumentCenter/View/565/Public-Safety-PDF>. Accessed July 23, 2024.

²⁴ United States Geological Survey. 2024. Earthquake Zones of Required Investigation. Website: <https://maps.conservation.ca.gov/cgs/EQZApp/>. Accessed July 23, 2024.

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 the City of 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.²⁵ 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.

iv) Landslides?

No impact. The project site is not located within a current mapped California Earthquake-Induced Landslide Hazard Zone.²⁶ Additionally, the project site and surrounding area is generally flat and lacking prominent topographical features. As such, no impacts related to landslides would occur, and mitigation is not required.

b) Result in substantial soil erosion or the loss of topsoil?

No impact. Limited excavation would be required for installation of the billboard support column and associated utility connections. Project excavation could remove some soil from the project site; however, excavated soil would not remain on-site and would immediately be transported to the Puente Hills Material Recovery Facility (MRF), located approximately 6 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) 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?

Less than significant impact. Potential landslide, lateral spreading, soil stability, and liquefaction hazards are addressed above under the discussion and analysis of Impact 2.7(a) and (b). As discussed under Impact 2.7(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 project site is partially developed and the likelihood for the proposed 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 approximately 20 to 30 feet bgs to ensure stability. Based on the foregoing analysis, and with mandatory compliance with the CBC requirements, the proposed

²⁵ City of Baldwin Park. 2002. City of Baldwin Park 2020 General Plan Public Safety Element. Website: <https://www.baldwinpark.com/DocumentCenter/View/565/Public-Safety-PDF>. Accessed July 23, 2024.

²⁶ United States Geological Survey. 2024. Earthquake Zones of Required Investigation. Website: <https://maps.conservation.ca.gov/cgs/EQZApp/>. Accessed July 23, 2024.

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

No impact. No grading or significant excavation activities would be required as part of the construction of the proposed billboard. The billboard column is proposed to be secured in an approximately 20- to 30-foot-deep footing to ensure stability. Accordingly, the proposed project would not create a substantial risk to life or property associated with expansive soils. No impact would occur.

- e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?**

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

- f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?**

Less than significant impact. The project site is not known to have ever contained a unique paleontological resource or contain a unique geologic feature. Therefore, impacts would be less than significant, and mitigation is not required.

Mitigation Measures

None required.

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

Existing Setting

The City of Baldwin Park and the project site are located within the SoCAB, which is under the jurisdiction of the SCAQMD. The SCAQMD formed a working group to identify GHG emissions thresholds for land use projects that could be used by local lead agencies in the air basin in 2008. The working group developed several different options that are contained in the SCAQMD Draft Guidance Document—Interim CEQA GHG Significance Threshold (Interim GHG Thresholds) that could be applied by lead agencies. The working group has not provided additional guidance since release of the interim guidance in 2008. In 2010, the SCAQMD Tier 3 threshold was expanded to include non-industrial projects, as explained in the minutes from the most recent working group meeting.²⁷ The SCAQMD Board has not approved the thresholds; however, the Guidance Document provides substantial evidence supporting the approaches to significance of GHG emissions that can be considered by the lead agency in adopting its own threshold. The current interim thresholds consist of the following tiered approach:

- Tier 1 consists of evaluating whether or not the project qualifies for any applicable exemption under CEQA.
- Tier 2 consists of determining whether the project is consistent with a GHG reduction plan. If a project is consistent with a qualifying local GHG reduction plan, it does not have significant GHG emissions.
- Tier 3 consists of screening values, which the lead agency can choose but which must be consistent with all projects within its jurisdiction. A project's construction emissions are averaged over 30 years and are added to the project's operational emissions. If a project's emissions are below one of the following screening thresholds, then the project is less than significant:
 - All land use types: 3,000 metric ton (MT) carbon dioxide equivalent (CO₂e) per year

²⁷ South Coast Air Quality Management District (SCAQMD). 2010. Greenhouse Gas CEQA Threshold Stakeholder Working Group Meeting #15. September 28. Website: [https://www.aqmd.gov/docs/default-source/ceqa/handbook/greenhouse-gases-\(ghg\)-ceqa-significance-thresholds/year-2008-2009/ghg-meeting-15/ghg-meeting-15-main-presentation.pdf](https://www.aqmd.gov/docs/default-source/ceqa/handbook/greenhouse-gases-(ghg)-ceqa-significance-thresholds/year-2008-2009/ghg-meeting-15/ghg-meeting-15-main-presentation.pdf). Accessed July 23, 2024.

- Based on land use type: residential: 3,500 MT CO₂e per year; commercial: 1,400 MT CO₂e per year; industrial: 10,000 MT CO₂e per year; or mixed use: 3,000 MT CO₂e per year
- Tier 4 has the following options:
 - Option 1: Reduce business as usual (BAU) emissions by a certain percentage; this percentage is currently undefined.
 - Option 2: Early implementation of applicable AB 32 Scoping Plan measures.
 - Option 3, 2020 target for service population (SP), which includes residents and employees: 4.8 MT CO₂e/SP/year for projects and 6.6 MT CO₂e/SP/year for plans.
 - Option 3, 2035 target: 3.0 MT CO₂e/SP/year for projects and 4.1 MT CO₂e/SP/year for plans.
- Tier 5 involves mitigation offsets to achieve target significance threshold.

The SCAQMD's project-level significance threshold for operational GHG generation was deemed appropriate to use when determining the proposed project's potential GHG impacts. The thresholds suggested by the SCAQMD for the proposed project's operational GHG generation are as follows:

- Compliance with a qualified GHG Reduction Strategy
- 1,400 MT CO₂e per year for commercial land use

This analysis is restricted to GHGs identified by AB 32, which include carbon dioxide, methane, nitrous oxide, hydrofluorocarbons, perfluorocarbons, and sulfur hexafluoride.

a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?

Less than significant impact. The proposed project would generate GHG emissions during construction and operation (e.g., mobile emissions, emissions from generation of electricity for operations, and emissions of from the manufacturing and transport of building materials).

During project construction, GHGs would be generated by construction activities such as site clearing, operation of heavy-duty construction vehicles, materials and debris hauling, paving, and construction worker vehicle trips. These emissions would be considered short-term in duration. The SCAQMD recommends that a project's construction emissions are averaged over 30 years and added to the project's operational emissions.

Operational activities associated with the proposed project would result in emissions of CO₂, CH₄, and N₂O strictly from energy source emissions from the proposed project's electricity demand and mobile source emissions as a result of billboard maintenance visits (six to eight times per year). Additionally, construction activities would be minor and last approximately 1 week. Therefore, project-related construction and operation would produce a negligible amount of emissions compared to the SCAQMD's interim threshold of 3,000 MT CO₂e per year. Therefore, the proposed project would result in a less than significant impact to GHG emissions, and mitigation is not required.

b) Conflict with any applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?

Less than significant impact. The City has not adopted a Climate Action Plan (CAP). However, the City's General Plan sets forth actionable items related to energy and GHG as shown in the setting section, most of which relate to energy use in commercial or residential buildings. None of the implementation action items would be directly applicable to operation of the proposed new LED billboards.

In reviewing of the City's General Plan policies and the ARB 2022 Scoping Plan Update,²⁸ the proposed project would not conflict with any of the policies, regulations, or guidelines in the City's General Plan, or any other applicable plan and/or regulations adopted for the purposes of reducing GHG emissions. Furthermore, as discussed in Impact 2.8(a) above, the proposed project would not generate substantial GHG emissions during construction or operation. Therefore, this impact would be less than significant.

Mitigation Measures

None required.

²⁸ California Air Resources Board (ARB). 2022. 2022 Scoping Plan for Achieving Carbon Neutrality. November. Website: https://ww2.arb.ca.gov/sites/default/files/2022-12/2022-sp_1.pdf. Accessed July 23, 2024.

Environmental Issues	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
4.9 Hazards and Hazardous Materials <i>Would the project:</i>				
a) Create a significant hazard to the public or the environment through the 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 compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) 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"/>
g) Expose people or structures, either directly or indirectly to a significant risk of loss, injury or death involving wildland fires?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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

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?**

Less than significant impact. 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. According to Figure PS-3 of the General Plan,

there are no identified facilities that generate, transport, treat, store, or dispose of hazardous waste on the project site.

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 Municipal Code Section 153.140.030, Hazardous Materials and Waste, would further ensure that any potential impacts would be less than significant.²⁹ There are no other components of the proposed construction or operation characteristics that would have the potential to create a significant hazard to the public or the environment through routine transport, use, or disposal of hazardous materials. Therefore, impacts would be less than significant, and no mitigation would be required.

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. However, 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; such impacts would be less than significant, and no mitigation is required.

c) 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. The project site is not located within 0.25 mile of an existing or proposed school. The nearest school to the project site is Orangewood Elementary School, located at 1440 South Orange Avenue, approximately 1.5 miles southeast of the project site. Therefore, the proposed project would not have the potential to emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within 0.25 mile of an existing or proposed school. No impact would occur, and no mitigation is required.

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

No impact. According to the California Department of Toxic Substances Control (DTSC) EnviroStor Database, the project site and its vicinity do not contain any sites listed on the Cortese List. The City of Baldwin Park contains 11 sites listed on the Cortese List, the closest of which is located approximately 0.4 mile southeast of the project site.³⁰ Because of the lack of Cortese List sites within project site boundaries, there would be no impact.

²⁹ City of Baldwin Park. 2022. City of Baldwin Park Municipal Code Section 153.140.030, Hazardous Materials and Waste. Website: https://codelibrary.amlegal.com/codes/baldwinpark/latest/baldwinpark_ca/0-0-0-10496. Accessed July 23, 2024.

³⁰ California Department of Toxic Substances Control (DTSC). 2024. DTSC Envirostar Database. Website: https://www.envirostor.dtsc.ca.gov/public/search?CMD=search&city=Baldwin+Park&zip=91706&county=Los+Angeles&case_num

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

No impact. The nearest airport to the project site is the San Gabriel Valley Airport, which is located approximately 3.5 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.^{31, 32} Therefore, no airport safety impacts would occur, and no mitigation is required.

- f) **Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?**

No impact. Because of the inherent small-scale nature and location of the proposed billboard on the southwestern portion of the developed project site, the proposed project would not physically interfere with an adopted emergency response plan or emergency evacuation plan. Based on Figure PS-4 in the General Plan, the closest emergency evacuation route is located on Baldwin Park Boulevard, adjacent to the project site.³³ A benefit of the proposed digital billboard is that it can also be used to display emergency messages to the public. Additionally, all construction activities would occur on-site, and no roadway closures would be required. No impact would occur, and mitigation is not required.

- g) **Expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires?**

No impact. 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.³⁴ The project site is located within and is surrounded by urban built-up land. Therefore, 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.

Mitigation Measures

None required.

er=&business_name=&FEDERAL_SUPERFUND=True&STATE_RESPONSE=True&VOLUNTARY_CLEANUP=True&SCHOOL_CLEANUP=True&CORRECTIVE_ACTION=True&tiered_permit=True&evaluation=True&operating=True&post_closure=True&non_operating=True&inspections=True&inspectionsother=True. Accessed July 23, 2024.

³¹ Los Angeles County. 2018. Airports and Airport Influence Areas. Website: <https://lacounty.maps.arcgis.com/apps/webappviewer/index.html?id=acf2e87194a54af9b266bf07547f240a>. Accessed July 23, 2024.

³² Los Angeles County Airport Land Use Commission. 1991. Comprehensive Land Use Plan. Website: <https://planning.lacounty.gov/wp-content/uploads/2022/10/Los-Angeles-County-Airport-Land-Use-Plan.pdf>. Accessed July 23, 2024.

³³ City of Baldwin Park. 2002. City of Baldwin Park 2020 General Plan Public Safety Element. Website: <https://www.baldwinpark.com/DocumentCenter/View/565/Public-Safety-PDF>. Accessed July 23, 2024.

³⁴ City of Baldwin Park. 2002. City of Baldwin Park 2020 General Plan Public Safety Element. Website: <https://www.baldwinpark.com/DocumentCenter/View/565/Public-Safety-PDF>. Accessed July 23, 2024.

Environmental Issues	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
4.10 Hydrology and Water Quality <i>Would the project:</i>				
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(i) result in substantial erosion or siltation on- or off-site;	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(ii) 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"/>
(iii) create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(iv) impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

- a) **Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality?**

Less than significant impact. Construction of the proposed project would involve the drilling of an approximately 20- to 30-foot deep, 6-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 soil from the southwestern portion of the project site; however, excavated soil would not remain on-site and would immediately be transported to the Puente Hills MRF, located approximately 6 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 stormwater runoff that would result in violation of any water quality standards or waste discharge requirements.

Additionally, because the area is partially developed under existing conditions, the long-term operation of the digital billboard would not substantially increase the quantity or rate of stormwater runoff, nor would it substantially increase pollutant concentrations in stormwater runoff from the site. Additionally, the proposed project would not result in 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) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?

No impact. 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 General Plan Public Safety Element, the depth to groundwater throughout the City is greater than 50 feet bgs.³⁵ 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 proposed project. Under current conditions, the portion of the project site where the billboard would be constructed is partially developed adjacent to the SPRR tracks; accordingly, the proposed project would not alter the site in a manner that would interfere with groundwater recharge. Additionally, 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. Therefore, no impacts would occur with respect to depletion of groundwater supplies or interference with groundwater recharge.

c) Substantially alter the existing drainage pattern of area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:

- (i) Result in substantial erosion or siltation on- or off-site;**
- (ii) Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site;**
- (iii) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or**
- (iv) Impede or redirect flood flows?**

³⁵ City of Baldwin Park. 2002. City of Baldwin Park 2020 General Plan Public Safety Element. Website: <https://www.baldwinpark.com/DocumentCenter/View/565/Public-Safety-PDF>. Accessed July 23, 2024.

Less than significant impact. The project site is generally flat in nature. With implementation of the proposed project, the site's existing hydrological characteristics would not be substantially altered. Under the proposed conditions, runoff within the project site would continue to drain to the existing storm drain inlets and would not be altered by the installation or operation of a billboard in the southwestern portion of the project site. Additionally, no streams or rivers are located on-site, and thus none would 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. There would be no impact.

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

No impact. According to the Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map (FIRM), the project site is located within an area of minimal flood hazard.^{36,37} Tsunamis are sea waves that are generated in response to large-magnitude earthquakes, which can result in coastal flooding. Seiches are the oscillation of large bodies of standing water, such as lakes, that can occur in response to ground shaking. The project site is approximately 28 miles inland from the Pacific Ocean and there are no large bodies of standing water near the project site. As a result, tsunamis and seiches do not pose hazards due to the project site's inland location and lack of nearby bodies of standing water. The project site is not located within a flood hazard, tsunami or seiche zones potentially resulting in a release of pollutants due to project inundation; there would be no impact.

e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?

No impact. 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 conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan.

Mitigation Measures

None required.

³⁶ Federal Emergency Management Agency (FEMA). 2008. FEMA Flood Insurance Rate Map (FIRM) 06037C1700F. Website: https://msc.fema.gov/arcgis/rest/directories/arcgisjobs/nfhl_print/agolprintb. Accessed July 23, 2024.

³⁷ City of Baldwin Park. 2002. City of Baldwin Park 2020 General Plan Public Safety Element. Website: <https://www.baldwinpark.com/DocumentCenter/View/565/Public-Safety-PDF>. Accessed July 23, 2024.

Environmental Issues	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
4.11 Land Use and Planning <i>Would the project:</i>				
a) Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

a) Physically divide an established community?

No impact. I-10 traverses the City of Baldwin Park and abuts the project site to the south. The project site is located within an area dominated by freeway-oriented commercial land uses and billboard structures are common. As a freestanding billboard, the proposed project does not have the potential to physically divide an established community. Therefore, no impacts would result from the proposed project's implementation with respect to the division of an established community.

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

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. Each of these plans, policies, and regulations is discussed below.

Consistency with the City of Baldwin Park 2020 General Plan

The City's General Plan designates the project site as GC by the City's General Plan Land Use Map.³⁸ The installation of a digital billboard adjacent to I-10 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. Therefore, the proposed project would be consistent with the City's General Plan and would not require an amendment to the City's General Plan.

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

The project site is zoned as F-C with SV Overlay by the City's General Plan Zoning Map.³⁹ The Commercial/Industrial designation applied to properties along I-605 and I-10 corridors and encourages a mutually beneficial mix of retail, office complexes, and complementary regional

³⁸ City of Baldwin Park. September 2023. City of Baldwin Park 2020 General Plan Land Use Map. Website: <https://www.baldwinpark.com/DocumentCenter/View/598/General-Plan-Map-Updated-September-2023-PDF?bidId=>. Accessed July 23, 2024.

³⁹ City of Baldwin Park. September 2023. City of Baldwin Park 2020 General Plan Zoning Map. Website: www.baldwinpark.com/DocumentCenter/View/682/Zoning-Map-Updated-September-2023-PDF?bidId=. Accessed July 23, 2024.

commercial centers.⁴⁰ No General Plan land use amendment or zoning change is proposed or required. Development standards that would apply to the project site would come from the underlying Freeway Commercial zoning. 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 service/retail businesses, office complexes, 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 Section 153.170,⁴¹ all of which would be enforced as conditions of the proposed project's required Development Agreement or through future City review of implementing development permit applications (grading permits, building permits, etc.). Therefore, the proposed 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 Municipal Code or the City's General Plan goals and policies, and impacts would be less than significant.

Mitigation Measures

None required.

⁴⁰ City of Baldwin Park. 2024. City of Baldwin Park Municipal Code 153.050.010. Website: https://codelibrary.amlegal.com/codes/baldwinpark/latest/baldwinpark_ca/0-0-0-9620. Accessed July 23, 2024.

⁴¹ City of Baldwin Park. 2024. City of Baldwin Park Municipal Code 153.170. Website: https://codelibrary.amlegal.com/codes/baldwinpark/latest/baldwinpark_ca/0-0-0-11090. Accessed July 23, 2024.

Environmental Issues	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
4.12 Mineral Resources <i>Would the project:</i>				
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"/>

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?

No impact. No mines, wells, or other resource extraction activity occurs on the property or is known to have ever occurred on the property. Additionally, the proposed project site is not identified to contain a known mineral resource that would be of value to the region or State. Therefore, no impact would occur.

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?

No impact. The City's General Plan EIR identifies the project site as being located within a Mineral Resource Zone (MRZ-2), which is defined as an area where there is little or no likelihood for presence of significant mineral resources.⁴² Additionally, 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. Therefore, no impact would occur.

Mitigation Measures

None required.

⁴² City of Baldwin Park. 2002. City of Baldwin Park 2020 General Plan – Open Space and Conservation Element. Website: <https://www.baldwinpark.com/DocumentCenter/View/564/Open-Space-Conservation-PDF>. Accessed July 23, 2024.

Environmental Issues	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
4.13 Noise <i>Would the project result in:</i>				
a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Existing Setting

The project site is located immediately north of I-10, south of SPRR, east of the Baldwin Park Boulevard interchange, and southwest of Francisquito Avenue in the City of Baldwin Park. The consistent use of the highway and local roadways by vehicles results in steady ambient noise levels.

Regional access to the site is provided via I-10 to the south. Local access to the site is provided primarily from Francisquito Avenue. The billboard would operate 24 hours per day, 7 days per week and would not emit noise or audio. A residential site located 200 feet northwest of the project site would be the closest receptor of construction noise.

- a) **Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?**

Less than significant impact.

Short-Term Construction Noise Impacts

Municipal Code Section 130.37 restricts construction activity for new development to the hours of 7:00 a.m. to 7:00 p.m. Construction within a radius of 500 feet from a residential zone must not be conducted in such a manner that a reasonable person of normal sensitiveness residing in the area is caused discomfort or annoyance unless beforehand a permit has been obtained from the Department of Public Works. The City also establishes noise standards, in Municipal Code Section 153.140.070, forbidding the creation of noise levels that would cause the noise level, when

measured on any residential or noise-sensitive land use, to exceed 55 A-weighted decibel (dBA) $L_{eq}(h)$ between 7:00 a.m. to 7:00 p.m.

Construction of the billboard would take approximately 5 to 7 days active construction days to complete and would involve the use of hand tools, small crane rigs, and materials delivery trucks. Construction of the proposed new digital billboard's foundation will be a direct drill with concrete casing at a depth of up to 30 feet. The entire completion of the foundation is expected to take 4 to 6 hours.

The maximum noise level generated by the type of drilling rig that would be used is 85 dBA L_{max} at 50 feet from this equipment.⁴³ The closest noise-sensitive receptor to the project site construction footprint is the residential land use located northeast of the project site, across Francisquito Avenue. The construction footprint would be located a minimum of 430 feet from the nearest property line of this residential receptor. At this distance, construction noise levels could range up to approximately 67 dBA L_{max} . These noise levels would occur temporarily during the expected one-day installation of the proposed footing for the project. This maximum noise level would be below the maximum noise levels that are expected to be experienced at this nearest receptor from traffic noise on Francisquito Avenue, adjacent to this receptor.

All construction activity would occur during daytime hours only, in compliance with the City's mandatory permissible hours of construction, which would ensure that construction noise would not occur during evening or nighttime hours. Because of the short duration of this expected one-day vibratory installation process, the project's reasonable worst-case project construction noise levels would not result in a substantial temporary increase in ambient noise levels in excess of established standards and would not result in a substantial temporary increase in ambient noise levels that would result in annoyance or sleep disturbance of nearby sensitive receptors. Therefore, temporary construction noise impacts would be less than significant.

Long-Term Operational Noise Impacts

The proposed new digital billboard is not designed to emit any sound, and the proposed project would not generate regular vehicle trips. Therefore, the proposed project would not generate a substantial permanent increase in ambient noise levels in the vicinity of the project. No impact would occur.

b) Generation of excessive groundborne vibration or groundborne noise levels?

Less than Significant Impact. 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

⁴³ Federal Highway Administration, 2006. FHWA Highway Construction Noise Handbook, Table 9.1. August.

the City's Municipal Code and would be indiscernible from vehicular movement on the adjacent I-10. There would be no sources of perceptible vibration associated with project's operation. Based on the foregoing analysis, vibration levels associated with the project site are considered less than significant, and no mitigation is necessary.

Implementation of the proposed project would not result in any permanent sources that would expose persons in the project vicinity to groundborne vibration levels that could be perceptible without instruments at any existing sensitive land use in the project vicinity. In addition, there are no existing significant permanent sources of groundborne vibration in the project vicinity to which the proposed project would be exposed. Therefore, operational groundborne vibration impacts would be considered less than significant.

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

No impact. The closest airport to the proposed new digital billboard site is the San Gabriel Valley Airport, located approximately 3.5 miles west of the site. This billboard would not be located within the airport's 65 dBA Community Noise Equivalent Level (CNEL) noise contours. In addition, construction of this new digital sign would not introduce any new sensitive receptor to the existing environment and would therefore not expose persons residing or working in the project site to excessive noise levels associated with private airstrip or public airport noise. No impact would occur.

Mitigation Measures

None required.

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

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

No impact. 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) **Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?**

No impact. 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.

Mitigation Measures

None required.

Environmental Issues	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
4.15 Public Services <i>Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:</i>				
a) Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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

- a) Fire protection?
- b) Police protection?
- c) Schools?
- d) Parks?
- e) Other public facilities?

No impact. There are no structures on the project site, which is adjacent to the SPRR tracks. Fire protection, police protection, and other public services are provided to the surrounding commercial land uses at the project site. There is no component of the proposed project that would lead to increased demand for fire and police services. The proposed 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 proposed 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.

Mitigation Measures

None required.

Environmental Issues	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
4.16 Recreation				
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment?	<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 or expansion of recreational facilities, which might have an adverse physical effect on the environment?**

No impact. The project site does not contain parks or recreational facilities. Additionally, the construction and/or operation of a digital billboard would not increase the use of recreation facilities as there would be no increase in resident or employee population. Therefore, the proposed 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 proposed project does not include recreational facilities. No impact would occur, and mitigation is not required.

Mitigation Measures

None required.

Environmental Issues	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
4.17 Transportation <i>Would the project:</i>				
a) Conflict with a program plan, ordinance or policy of the circulation system, including transit, roadway, bicycle and pedestrian facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Would the project conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Substantially increase hazards due to a geometric 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"/>
d) Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a) Conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?

No impact. Construction and operation of the proposed digital LED billboard would generate only minimal vehicle trips on existing public streets. Temporary traffic impacts would be restricted within the window of the project's construction schedule and between the permissible construction activity hours (7:00 a.m. to 7:00 p.m. on Mondays to Fridays) permitted by Municipal Code Section 130.04. During construction activity, per standard City practices the applicant would be required to prepare and implement a temporary traffic control plan, as warranted. Project operation is not anticipated to generate any additional trips to the project site, with the exception of one two-way maintenance vehicle trip 6–8 times per year in order to perform on-site maintenance of the billboard.

No modifications to any mass transit routes, roadways, bicycle routes, or pedestrian facilities would occur as a result of implementation of the proposed project. Therefore, the proposed project would not conflict with an applicable plan, ordinance or policy related to the circulation system. No impact would occur.

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

No impact. As discussed under Impact 4.17(a), trips generated by construction and operation of the proposed project would be nominal, and implementation of the proposed project would not generate trips that would conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b). Therefore, no impact would occur.

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

Less than significant impact. 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 proposed project would be required to comply with the ODA (2014) and the Federal Highway Beautification Act (1965). The ODA 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 (California Vehicle Code § 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 (California Vehicle Code §§ 5401–5405).

The Federal Highway Beautification Act governs advertising signage located along the interstate highway system, such as I-10. 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 concerning digital billboards along highways would ensure that the proposed project would not increase hazards due to a design feature. Additionally, the project site is designated as GC by the City’s General Plan and is designated F-C by the City’s Zoning Map. The installation of a digital billboard adjacent to I-10 is a land use that is a typically seen within commercial areas adjacent to freeways.. There would be no impact.

d) Result in inadequate emergency access?

No impact. 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 proposed project would require the temporary or permanent closure of a roadway. Any required lane closures would be temporary and short in duration; if any lane closures are required, one lane would remain open at all times and the project contractor would coordinate with the local police and fire departments per construction document provisions. Therefore, the proposed project would not result in inadequate emergency access and no impact would occur.

Mitigation Measures

None required.

Environmental Issues	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
4.18 Tribal Cultural Resources <i>Would the project:</i>				
<i>Cause a substantial adverse change in the significance of a Tribal Cultural Resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American Tribe, and that is:</i>				
a) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k), or	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American Tribe.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Cause a substantial adverse change in the significance of a Tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American Tribe, and that is:

- a) **Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k)?**
- b) **A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American Tribe.**

Less than significant impact. Records searches at the SCCIC, which included a search of the CRHR, failed to identify any listed or eligible Tribal Cultural Resources (TCRs) that would be adversely affected by the project. The NAHC Sacred Lands File search and the pedestrian survey did not identify any TCRs in the project vicinity.

The City initiated AB 52 Tribal Consultation by sending letters to three Nations that requested to be consulted on all City of Baldwin projects. The letters were dated December 12, 2024, and the response period remains open until January 11, 2025. As of the date of publication of this Draft

IS/MND, only one Tribal response has been received from the Gabrieleño Band of Mission Indians – Kizh Nation, asking about the depth of excavation. No other responses have been received to date. Any consultation efforts or mitigation measures provided by the consulting Tribe(s) is to be determined after the close of the response period. Nonetheless, As provided under Impact 4.5(b), although unlikely, if significant TCRs are unearthed during ground-disturbing activities, implementation of MM CR-1 and MM CR-2 would ensure that the proposed project’s potential impact to TCRs would be reduced to levels that are less than significant with mitigation incorporated.

Mitigation Measures

MM CR-1 and MM CR-2 would apply to this impact.

Environmental Issues	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
4.19 Utilities and Service Systems <i>Would the project:</i>				
a) Require or result in the relocation or construction of new or expanded water, wastewater treatment or stormwater drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) 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"/>
d) Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Comply with federal, State, and local management and reduction statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

- a) **Require or result in the relocation or construction of new or expanded water, wastewater treatment or stormwater drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?**

No impact. Because of the nature of the proposed project, it would not result in demand for water, wastewater, stormwater, telecommunication, or natural gas. The project would utilize electric power, but not in a manner that would require or result in the relocation or construction of new facilities. Electricity for the proposed project will be provided by SCE; the City lies within the SCE service area.⁴⁴ The proposed project would be constructed in accordance with all City electrical codes, as well as Title 24 of the State Building Code, to ensure efficient use of electrical energy. Therefore, no impact would occur, and mitigation is not required.

⁴⁴ Southern California Edison (SCE). 2019. Southern California Edison's Service Area. Website: https://download.newsroom.edison.com/create_memory_file/?f_id=5cc32d492cfac24d21aecf4c&content_verified=True . Accessed July 23, 2024.

- b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?**

No impact. 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.

- c) 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?**

No impact. Under existing conditions, the Los Angeles County Sanitation Districts (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. Therefore, the proposed 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.

- d) Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?**

Less than significant impact. 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, 2030.⁴⁵ 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. Project excavation would remove soil from the southwest corner of the project site which would be transported to the Puente Hills MRF, located 6 miles southwest of the project site. The proposed project does not include the construction of residential or commercial space. As such, it would not generate any solid waste during operations. Any waste generated during construction activities would be minimal and would be disposed of in accordance with all federal, State, and local regulations. Therefore, the proposed project would not adversely affect the physical capacity of any landfills and a less than significant impact would occur.

- e) Comply with federal, State, and local management and reduction statutes and regulations related to solid waste?**

Less than significant impact. The proposed project would not generate any solid waste during operations. Project-related construction activities would generate nominal quantities of solid waste during the project's construction schedule. The proposed 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 proposed project would not

⁴⁵ CalRecycle. 2024. Scholl Canyon Landfill (19-AA-0012). Website: <https://www2.calrecycle.ca.gov/SolidWaste/SiteActivity/Details/3531?siteID=1000>. Accessed August 15, 2024.

foreseeably conflict with any federal, State, and local statutes and regulations related to solid waste, resulting in a less than significant impact.

Mitigation Measures

None required.

Environmental Issues	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
4.20 Wildfire <i>If located in or near State Responsibility Areas or lands classified as Very High Fire Hazard Severity Zones, would the project:</i>				
a) Substantially impair an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

- a) Substantially impair an adopted emergency response plan or emergency evacuation plan?
- b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?
- c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?
- d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?

No impact. Because of the nature of the proposed project, it would not physically interfere with an adopted emergency response plan or emergency evacuation plan. Based on Figure PS-4 in the General Plan, the closest emergency evacuation route is located on Baldwin Park Boulevard, adjacent to the project site.⁴⁶ Additionally, all construction activities would occur on-site and no roadway closures would be required. Any temporary lane closures, while not expected, would be

⁴⁶ City of Baldwin Park. 2002. City of Baldwin Park 2020 General Plan Public Safety Element. Website: <https://www.baldwinpark.com/DocumentCenter/View/565/Public-Safety-PDF>. Accessed July 23, 2024.

coordinated with local police and fire departments to ensure that roadway access is maintained at all times during construction. It should be noted that the digital billboard would also be used as part of Metro's Total Communication Network for emergency notifications, a beneficial impact of the proposed project. No impact would occur, and mitigation is not required.

According to CAL FIRE's Fire Hazard Severity Zones (FHSZ) Map, the project site not located within a State Responsibility Area (SRA) and is not located within a Very High FHSZ (VHFHSZ).⁴⁷ The project site is located within and is surrounded by urban built-up land. 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.⁴⁸

The site is relatively flat and does not contain any slopes or features that would exacerbate wildfire risks. The area does experience prevailing winds, such as the Santa Ana winds, but because the proposed project is not located in a VHFHSZ, Local Responsibility Area (LRA), or SRA, this would not exacerbate wildfire risk. Therefore, 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.

Implementation of the proposed project would not substantially alter the site's existing hydrological drainage pattern and there would not be any significant increases in the rates or amount of surface runoff in a manner which would result in flooding on- or off-site. Long-term operation of the proposed project would not result in an increase of volume or velocity of water runoff discharged from the site. The project site and surrounding area do not contain any slopes or features that would be subject to landslides due to post-fire slope instability.⁴⁹

The proposed project would require the installation of new underground utility connection for the electrical utility, provided by SCE.⁵⁰ However, the installation and maintenance of this infrastructure would not exacerbate the risk of fire or result in temporary or ongoing impacts to the environment. The proposed project is not located within a VHFHSZ for either LRA or SRA and the proposed project would be constructed in compliance with fire codes.

Therefore, no impacts related to increased wildfire risk or downslope/downstream flooding or landslides as a result of runoff, post-fire slope instability, or drainage changes would occur.

Mitigation Measures

None required.

⁴⁷ California Department of Forestry and Fire Protection (CAL FIRE). 2024. CAL FIRE Fire Hazard Severity Zones in State Responsibility Area. Website: <https://osfm.fire.ca.gov/divisions/community-wildfire-preparedness-and-mitigation/wildfire-preparedness/fire-hazard-severity-zones/>. Accessed July 23, 2024

⁴⁸ City of Baldwin Park. 2002. City of Baldwin Park 2020 General Plan Public Safety Element. Website: <https://www.baldwinpark.com/DocumentCenter/View/565/Public-Safety-PDF>. Accessed July 23, 2024.

⁴⁹ United States Geological Survey. 2024. Earthquake Zones of Required Investigation. Website: <https://maps.conservation.ca.gov/cgs/EQZApp/app/>. Accessed July 23, 2024.

⁵⁰ Southern California Edison (SCE). 2019. Southern California Edison's Service Area. Website: https://download.newsroom.edison.com/create_memory_file/?f_id=5cc32d492cfac24d21aecf4c&content_verified=True. Accessed July 23, 2024.

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

Environmental Evaluation

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

Less than significant impact with mitigation incorporated. 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 Draft IS/MND. Implementation of the proposed project would contribute additional development in the form of a digital billboard to a fully developed property and would comply with all local, State, and federal regulations related to biological resources.

It is possible that earthmoving activities associated with project construction could encounter previously undiscovered archaeological resources. Archaeological resources can include but are not limited to stone, bone, wood, or shell artifacts or features, including hearths and structural elements. Damage or destruction of these resources would be a potentially significant impact. Implementation of MM CR-1 and MM CR-2 would ensure that this potential impact is reduced to a less than significant level.

Although human remains within the project site are unlikely, there is always the possibility that earthmoving activities associated with project construction could potentially damage or destroy previously undiscovered human remains. This would be a potentially significant impact. In the event of the accidental discovery or recognition of any human remains, CEQA Guidelines Section 15064.5, Health and Safety Code Section 7050.5, and Public Resources Code Sections 5097.94 and 5097.98 must be followed.

Accordingly, the proposed project would not degrade the quality of the environment and impacts would be less than significant with implementation of MM CR-1 and MM CR-2.

- 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)?**

Less than significant impact with mitigation incorporated. Based on the analysis contained in this IS/MND, the proposed project would not have cumulatively considerable impacts with implementation of project mitigation measures. Implementation of standard conditions, and mitigation measures at the project level would reduce the potential for the incremental effects of the proposed project to be considerable when viewed in connection with the effects of past projects, current projects, or probable future projects.

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

Less than significant impact with mitigation incorporated. Previous sections of this document reviewed the proposed project’s potential impacts to human beings related to several environmental topical areas. As determined throughout this document, the proposed project would not result in any potentially significant impacts that cannot be mitigated or reduced with implementation of mitigation measures and/or standard conditions imposed by the City. The proposed project would not cause a substantial adverse effect on human beings, either directly or indirectly and impacts would be less than significant.

Mitigation Measures

No additional mitigation measures required.

SECTION 5: LIST OF PREPARERS

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