

Bassett Villas Project

Draft Initial Study – Mitigated Negative Declaration

prepared for

The City of Baldwin Park
Planning Division
14403 East Pacific Avenue, 2nd Floor
Baldwin Park, California 91706
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prepared by

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May 2026

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Initial Study

1. Project Title

Bassett Villas Project

2. Lead Agency Name and Address

City of Baldwin Park, Planning Division
14403 East Pacific Avenue, 2nd Floor
Baldwin Park, California 91706

3. Contact Person and Phone Number

Nick Baldwin, AICP, City Planner
nbaldwin@baldwinparkca.gov
626-960-4011 ext. 475

4. Project Sponsor's Name and Address

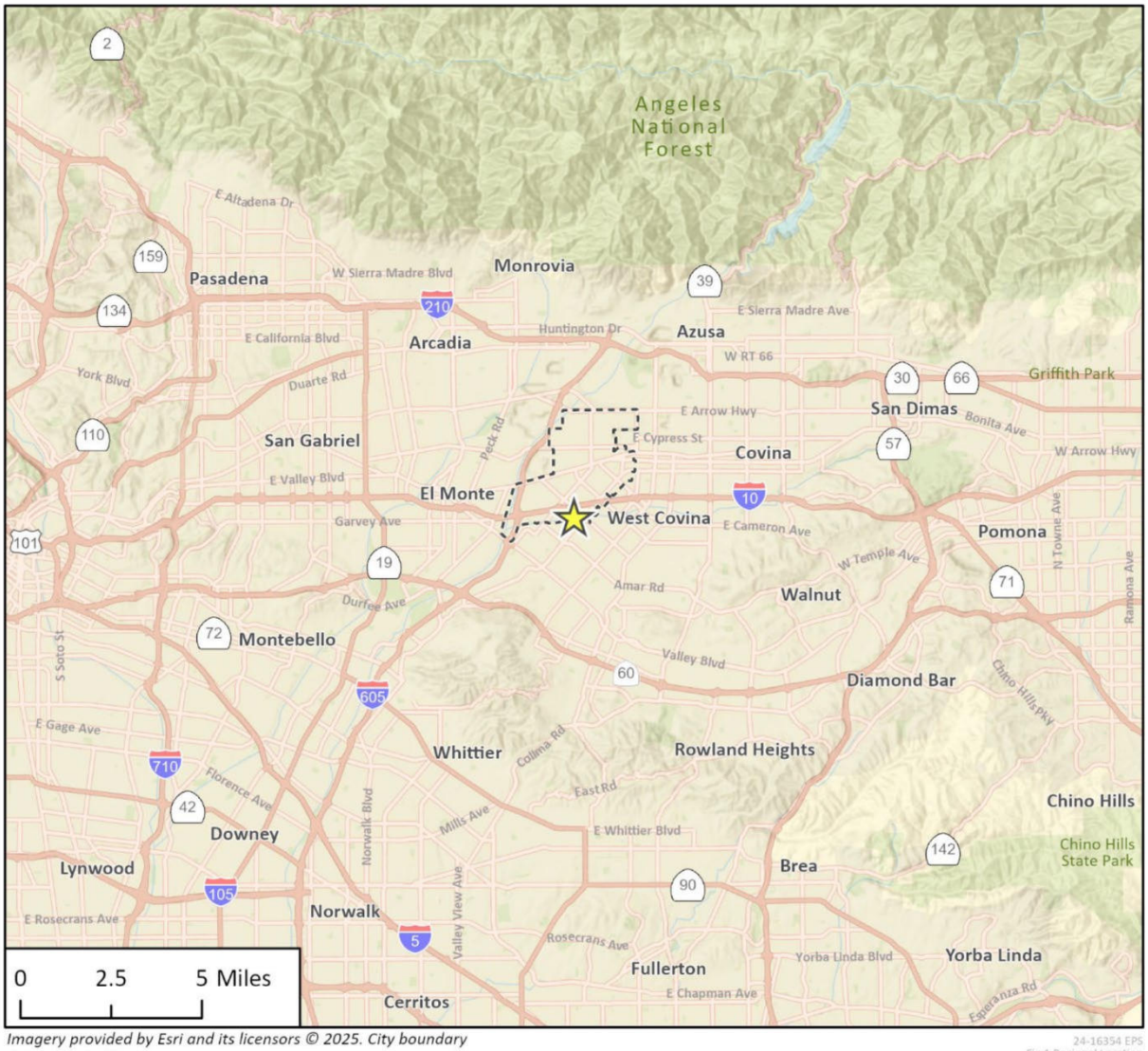
Storm Properties, Inc.
970 West 190th Street, Suite 995
Torrance, California 90502
Contact: Storm Bird

5. Project Location

The Bassett Villas Project (hereafter referred to as "proposed project" or "project") is located at 1314 Le Borgne Avenue in the City of Baldwin Park, California (hereafter referred to as "City" or "Baldwin Park"). The project involves a total of three parcels, Assessor Parcel Numbers (APNs) 8558-023-905, -910, and 8558-015-900, with a total area of approximately 229,167 square feet, or 5.26 acres.

Regional vehicular access to the site is provided by Interstate 10 (I-10) and Interstate 605 (I-605). The project site is locally accessible by Millbury Avenue and Barrydale Street. Regional mass transit service is provided by Metrolink, with the closest train stop being the Baldwin Park Metrolink Station on Railroad Street, located 1.6 miles northeast of the project site. Figure 1 shows the location of the project site in the region and Figure 2 depicts the location of the site in its neighborhood context.

Figure 1 Regional Location



Imagery provided by Esri and its licensors © 2025. City boundary data provided by CALFIRE, 2024.

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Fig 1 Regional Location

Project Location

Baldwin Park City Limits

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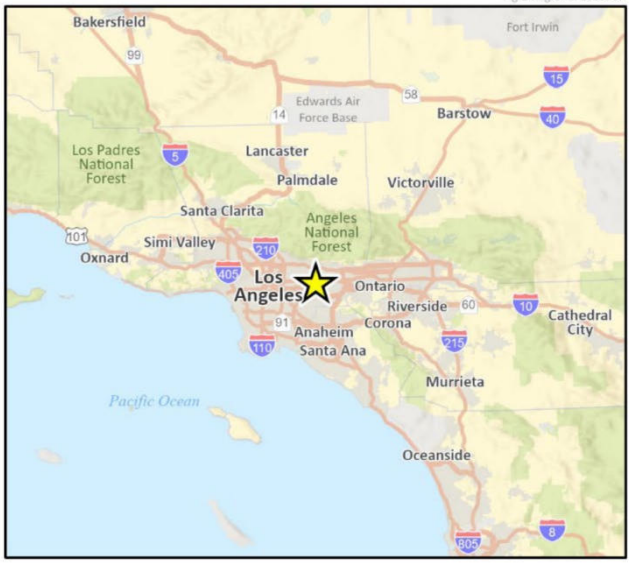


Figure 2 Project Site Location



Imagery provided by Microsoft Bing and its licensors © 2025.

24-16354 EPS
Fig 2 Project Location

6. Existing Conditions

The project site is currently comprised of three parcels; APNs 8558-023-905, -910, and 8558-015-900. APN 8558-023-905 consists of two one-story school buildings, previously associated with Florence Flanner Elementary School and Bassett Adult School, up until the Florence Flanner Elementary School closed in 1989. Bassett Adult School no longer operates at the property either. The remaining structures associated with the former school are currently utilized for Bassett School District administrative activities, and a small preschool, the Bassett Child Development Center, operates on the west end of the property. The site also contains a paved driveway, 57 surface parking spaces, a paved basketball court, and vegetated open space areas. APN 8558-023-910 consists of concrete, dirt, and vegetation. APN 8558-015-900 consists of a private paved driveway and 11 surface parking spaces shared between APNs 8558-023-905 and 8558-023-910. The site is generally flat, with an elevation of approximately 328 feet above mean sea level (amsl).

7. Current General Plan Designation and Zoning

The project site has a General Plan land use designation of Public Facilities and is zoned Open Space (OS), as defined by the City's Zoning Ordinance and the Land Use Element of the General Plan. The Public Facilities land use designation permits uses such as public buildings, quasi-public facilities (e.g., utility infrastructure), and institutional uses including public and private schools, as well as hospitals. The Open Space zoning designation allows for public buildings and associated facilities, public recreation areas, public utility rights-of-way, flood control channels, and natural water courses (e.g., creeks and rivers).

To facilitate the proposed development the Bassett Unified School District (BUSD) initiated the process for transitioning the property into a long-term joint occupancy lease in 2022. By February 2024, the project applicant and BUSD entered into an Exclusive Negotiating Agreement for joint occupancy of the site, which allows for continued shared use. This agreement includes the integration of public park space, as further described in Section 9, *Description of Project*, below.

8. Surrounding Land Uses and Setting

The project site is in an urban area. The surrounding land features a mix of residential, commercial and industrial uses. The project site is bordered by a plant nursery and the Walnut Creek concrete-lined channel to the northwest, with commercial and industrial uses to the north of the channel, multi-family residences to the northeast, and single-family residences to the west, south and east of the site.

9. Description of Project

The project involves the development of 20 two-story, 27-foot tall, multi-family residential buildings, totaling 104 townhome units with private two-car garages on the vacant portion of the project site. The project would not involve demolition of any existing buildings on the project site. The project also involves the development of a leasing office and recreational building that would include a pool and jacuzzi. Other amenities would include a privately owned public park, dog park, common open spaces, and guest surface parking.

As shown in Table 1, the proposed project would include 39 Plan 1 and Plan 1X units, 36 Plan 2A units, 19 Plan 2AX units, and 10 Plan 2B units. The proposed project would provide a total of 37,693 square feet of open space, consisting of both private, common, and public space:

- Private Open Space: 10,000 square feet (average of 96 square feet per unit x 100 units)
- Common Open Space: 27,693 square feet, including:
  - Recreation area: 3,384 square feet
  - Front Park (privately owned public space): 11,080 square feet
  - Main Paseo Area: 8,891 square feet
  - Miscellaneous: 4,338 square feet

The project site would be landscaped to include ground cover, shrubs, and trees. The public park would include trellis, benches, and usable landscape. Refer to Figure 3 for the project site plan and Table 1 for a summary of the project characteristics, including numerical descriptors of the overall site plan, individual unit layouts, associated amenities, and scope and scale of the proposed project. A conceptual visual rendering illustrating proposed residential units is also provided in Figure 4 below.

Table 1 Project Summary

Buildings			
Total Housing Structures	20		
Total Housing Units	104		
Gross Building Area	Approximately 92,388 sf		
Unit Type	**Bedroom/Bathroom/Garage Count**	**Gross sf/unit**	**Total Number of Units**
Plan 1 and Plan 1X	2 bed/2.5 bath/2 car	1,060	39
Plan 2A	3 bed/2.5 bath/2 car	1,260	36
Plan 2AX	3 bed/2.5 bath/2 car	1,270	19
Plan 2B	3 bed/2 bath/2 car	1,300	10
Density	19.9 du/ac		
Floor Area Ratio	1.23		
Building Heights			
Maximum Height	27’-0” (two-story)		
Building Setbacks			
Western Boundary	10’-0”		
Southern Boundary	20’-0”		
Eastern Boundary	10’-0”		
Northern Boundary	10’-0”		
Parking			
Garage Spaces	208 spaces (2-car garage per unit)		
Guest Parallel Parking	11 spaces		
Guest 90 Degree Parking	24 spaces, including two ADA spaces		
Total Parking	**243 spaces**		

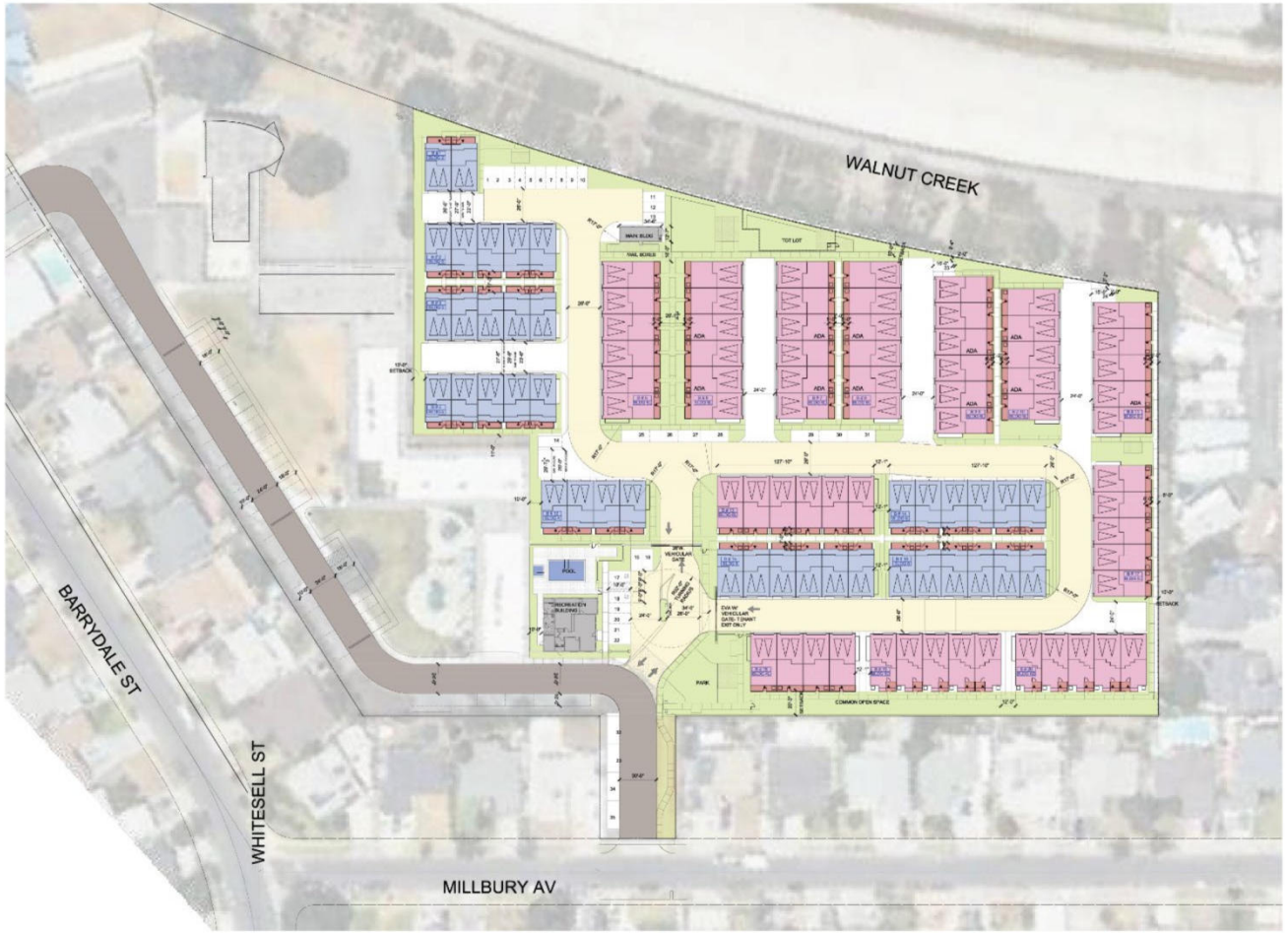
Buildings	
Le Borgne Avenue Parking	
Parallel Parking	28 spaces
90 Degree Parking	25 spaces, including one ADA space
Total Parking	**53 spaces**
Landscaping, Open Space, and Other Uses	
Recreational Area	3,384 sf
Front Park (privately owned publicly available)	11,080 sf
Main Paseo/BBQ Area	8,891 sf
Miscellaneous Area	4,338 sf
Total Common Open Space	**27,693 sf**
Total Private Open Space	**10,000 sf**
Open Space Allocations Per Units	
Common Open Space per unit	267 sf average
Private Open Space per unit	96 sf average

ADA = American with Disabilities Act; du/acre = dwelling unit per acre; sf = square feet

The project would include a total of 243 parking spaces (208 private garage spaces, 11 parallel parking spaces, and 24, 90-degree parking spaces, including two ADA accessible spaces and 104 low power Level 2 EV charging receptacles). Project ingress and egress would be provided through the driveway on the southern portion of the project site, as shown in Figure 3.

In addition to incorporating an internal roadway network, the project would modify the existing private driveway, Le Borgne Avenue, which transverses the southwestern portion of the project site. Upon implementation of the proposed project, Le Borgne Avenue would include three Los Angeles County Fire Department approved speed cushions, 28 parallel parking spaces and 25, 90-degree parking spaces, including one ADA accessible space.

Figure 3 Site Plan



Source: Angeleno Associates, Inc.

Figure 4 Conceptual Rendering of Proposed Residential Building



Construction

Construction activities would include demolition, site preparation, grading, building construction, asphalt paving, and architectural coating. Construction of the proposed project is anticipated to occur in two phases over an approximately 19 month-period from November 2026 to June 2028, as shown in Table 2.

Table 2 Construction Phasing

Construction Phase	Start Date	End Date	Duration (Weeks)
Demolition	November 2026	November 2026	2
Site Preparation	November 2026	December 2026	2
Grading	December 2026	January 2026	8
Building Construction	February 2026	December 2027	44
Architectural Coating	January 2028	June 2028	18
Total Construction	November **2026**	June **202**8	**74**

The project would demolish and export approximately 15,340 square feet of asphalt and 1,600 square feet of concrete. Daily debris export would involve approximately 10 daily trips to the Azusa Reclamation Landfill located at 1211 W. Gladstone Street in Azusa, approximately six miles north of the project site. The project would include 1,500 cubic yards (cy) of imported soil. During the grading phases, the project would include 94 hauling trips of soil import. Approximately 1,700 cy of cut soil would be reused as compacted fill on-site.

Construction would typically occur Monday through Friday between the hours of 7:00 a.m. and 6:00 p.m. pursuant to the Baldwin Park Municipal Code (BPMC) construction standards. Construction work could occasionally occur on Saturdays as well, dependent on scheduling and specific demands. Construction staging would occur within the project site boundaries.

10. Required Approvals

The proposed project would require site plan approval, design review, and approval of this Initial Study-Mitigated Negative Declaration (IS-MND) by the City of Baldwin Park. Additionally, the project would require the following:

- Re-zoning of the planned parcel from OS to Multi Family Residences (MFR)
- General plan amendment of the planned parcel from Public Facilities (PF) to MFR
- Lot line adjustment
- Administrative adjustment for building length
- Variance for open space
- Design review

All project entitlements would be reviewed and considered as a comprehensive project throughout the City's review and approval process.

11. Other Public Agencies Whose Approval is Required

The City of Baldwin Park is the lead agency for the proposed project. The proposed project would also be subject to applicable Los Angeles County review and approval for offsite improvements to APN 8558-015-900. Additionally, the project would require an Administrative Adjustment for building length and a Variance for a private open space.

12. Have California Native American Tribes Traditionally and Culturally Affiliated with the Project Area Requested Consultation Pursuant to Public Resources Code Section 21080.3.1?

On October 30, 2025, the City sent notification letters via certified mail to California Native American Tribes traditionally and culturally affiliated with the project area pursuant to Public Resources Code (PRC) Section 21080.3.1 and Assembly Bill (AB) 52. In addition, the project is subject to Senate Bill (SB) 18 consultation requirements as the project involves discretionary land use approvals, including a General Plan Amendment to redesignate the project site from Public Facilities (PF) to Multi-Family Residential (MFR) and a rezoning of the project site from Open Space (OS) to MFR. The tribal contact information was obtained from a request submitted to the Native American Heritage Commission (NAHC).

The notification letters were sent to request information regarding the presence of tribal cultural resources that may exist within or near the project site and could be affected by project implementation. Consultation letters were submitted to the following tribal representatives:

- Anthony Madrigal, Cahuilla Band of Indians
- Anthony Morales, Gabrieleño/Tongva San Gabriel Band of Mission Indians
- Christina Conley, Gabrielino Tongva Indians of California Tribal Council
- Robert Dorame, Gabrielino Tongva Indians of California Tribal Council
- Sandonne Goad, Gabrielino/Tongva Nation
- Sam Dunlap, Gabrielino-Tongva Tribe
- Andrew Salas, Gabrieleño Band of Mission Indians – Kizh Nation
- Joseph Ontiveros, Soboba Band of Luiseño Indians

On November 11, 2025, the City received a written request for consultation from Andrew Salas, Tribal Representative for the Gabrieleño Band of Mission Indians – Kizh Nation. The City responded on December 23, 2025, formally initiating consultation. On December 29, 2025, Mr. Salas confirmed receipt of the City's response, asserted tribal affiliation with the project area, and acknowledged the initiation of consultation. Additional details regarding tribal consultation and tribal cultural resources are provided in Section 18, *Tribal Cultural Resources* of this IS-MND.

Environmental Factors Potentially Affected

This project would potentially affect the environmental factors checked below, involving at least one impact that is "Potentially Significant" or "Less than Significant with Mitigation Incorporated" as indicated by the checklist on the following pages.

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

Determination

Based on 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 to 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 "less than significant with mitigation incorporated" impact on the environment, but at least one effect (1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and (2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.

☐ I find that although the proposed project could have a significant effect on the environment, because all potential 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.

Signature	Date
Nick Baldwin	City Planner
Printed Name	Title

Environmental Checklist

1 Aesthetics

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less-than - Significant Impact	No Impact
Except as provided in Public Resources Code Section 21099, would the project:				
a. Have a substantial adverse effect on a scenic vista?	☐	☐	■	☐
b. Substantially damage scenic resources, including but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	☐	☐	☐	■
c. In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from a publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	☐	☐	■	☐
d. Create a new source of substantial light or glare that would adversely affect daytime or nighttime views in the area?	☐	☐	■	☐

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

A scenic vista is defined as a public viewpoint that provides expansive views of a highly valued landscape for the benefit of the public. While the City does not identify specific scenic vistas, identified key features constitute valuable scenic resources that are visible to the public and contribute to the aesthetic character of the City. As described within the City's Urban Design Element, key features include City gateway entrances, I-10 San Bernardino Freeway Corridor, areas of streetscape improvements, downtown, and areas of neighborhood improvements (Baldwin Park 2002b). Public views are those that are experienced from a publicly accessible vantage point, such as a roadway or public park. The City lies within the valley between the San Gabriel Mountains to the north and the Hacienda Hills to the south. The project site is located in an urban area that includes residential, public facilities, commercial, and industrial uses in the immediate vicinity.

The most prominent visual feature located outside of the City boundary are the San Gabriel Mountains, which are located approximately six miles north of the project site. The San Gabriel Mountains can primarily be seen from the City's parks and along roadway corridors, and in breaks

between development in the project area. Views of the San Gabriel Mountains to the north of the project site would continue to be available in the City, in regional parks and in roadway corridors. Therefore, the proposed project would not substantially obscure public views of the San Gabriel Mountains from nearby roadways.

The proposed project would change the appearance of the project site by constructing housing on a partially developed lot, with some existing structures associated with the Florence Flanner School. However, the project would be two stories in height, which is consistent with the surrounding development, and the project site is not within, adjacent to, or in the vicinity of any of the identified key features within the City. Therefore, the project site is not located such that it would interfere with any identified key features. Potential impacts to scenic vistas would be less than significant.

LESS-THAN-SIGNIFICANT IMPACT

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

The California Department of Transportation (Caltrans) manages the California State Scenic Highway Program, which designates State scenic highways. Scenic highways are located in areas of natural beauty. A scenic highway becomes officially designated when the local governing body applies to and is approved by Caltrans for scenic highway designation and adopts a Corridor Protection Program that preserves the scenic quality of the land that is visible from the highway right of way (Caltrans 2025).

The project site is not within or adjacent to a designated State scenic highway, as identified by Caltrans. The nearest designated State scenic highway is a portion of Angeles Crest Highway (State Route [SR] 2), approximately 16 miles northwest of the project site. The Arroyo Seco Historic Parkway and Scenic Byway is approximately 11 miles northwest of the project site. Two additional eligible State scenic highways are six miles northeast and nine miles southeast of the project site (Caltrans 2019). Due to the distance from the project site and intervening development, the project site is not visible from SR-2. Furthermore, the project site does not contain any scenic resources such as natural habitats or rock outcroppings, nor is it in proximity to any such resources. Additionally, as described in Section 5, *Cultural Resources*, the project site does not contain any historic buildings. Therefore, there would be no impacts related to scenic resources within a State scenic highway.

NO IMPACT

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

The project site is in an urban area surrounded by residential and commercial development, with commercial and industrial uses across directly the Walnut Creek Channel. The City of Baldwin Park's Zoning Ordinance currently designates the project site as OS. Based on the current project plans, the Project Applicant would re-zone the parcel to Multi-Family Residential (R-3), which permits a maximum residential density of 20 dwelling units per acre (Baldwin Park 2023). The project site has a General Plan Land Use Designation of Public Facilities (PF). The project involves a change in land use designation to Multi-Family Residential (MFR). Adjacent parcels, located directly northeast of

the project site, currently are assigned a zoning designation of Multi-Family Residential (R-3) and land use designation of Multi-Family Residential (MFR). The proposed uses would be permitted upon approval of the requested zoning and land use changes, and would remain consistent with the surrounding area. Furthermore, the project would be designed to comply with all applicable development standards regulating scenic quality within the BPMC. Title XV of the Code contains zoning regulations, subdivision regulations, and general building codes for developments within the City (Baldwin Park 2024). While development of the project would change the appearance and use of the project site relative to its existing conditions, it would not degrade the visual character or quality of the site. Rather, the project would enhance the character of the existing partially developed lot by developing a unified community with high-quality visual features such as new open space and recreational facilities, shade trees, and drought tolerant landscaping. Therefore, the project would not conflict with applicable zoning or other regulations regarding scenic quality. Impacts would be less than significant.

LESS-THAN-SIGNIFICANT IMPACT

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

The main sources of light and glare in the project area are streetlights and exterior lighting associated with residential or commercial structures. In addition, vehicle headlights generate light and glare on the adjacent roads, Barrydale Street and Milbury Avenue, and nearby major roadways, Puente Avenue and Francisquito Avenue. The project would add new sources of light and glare from exterior lighting for the proposed residences and park, and from the increase in vehicles accessing the project site. However, the light sources would not substantially increase the overall levels of day or nighttime lighting in the area because they would be comparable to existing light levels from the residential and commercial uses in the generally urban surrounding area. Proposed building materials including concrete roof tile, stucco wall finish, and vinyl windows are not particularly reflective and would not introduce a substantial new source of glare. Furthermore, Barrydale Street, Milbury Avenue, Puente Avenue, Francisquito Avenue, and nearby commercial centers, are already illuminated by street lighting. For these reasons, the proposed project would not result in a substantial new source of light such that day or nighttime views in the area would be adversely affected. Rather, the proposed exterior lighting and building materials would be consistent with those of surrounding uses.

All outdoor lighting associated with the project would comply with the development standards in the BPMC, Section 153.140.040, Light and Glare, which sets requirements for outdoor lighting. Therefore, upon compliance with the City's lighting regulations, the project would have a less-than-significant impact related to light and glare in the area.

LESS-THAN-SIGNIFICANT IMPACT

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2 Agriculture and Forestry Resources

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less-than - Significant Impact	No Impact
Would the project:				
a. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	☐	☐	☐	■
b. Conflict with existing zoning for agricultural use or a Williamson Act contract?	☐	☐	☐	■
c. Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)); timberland (as defined by Public Resources Code Section 4526); or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))?	☐	☐	☐	■
d. Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	■
e. Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use or conversion of forest land to non-forest use?	☐	☐	☐	■

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

The project site is not located on or near land mapped as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance mapped by the California Department of Conservation's (DOC) Farmland Mapping and Monitoring Program (DOC 2022a). The project site is partially vacant and partially developed with school facilities and a plant nursery immediately borders the project site to the northwest. The proposed project would develop a 104-unit multi-family residential community on the vacant portion of the project site and would not redevelop or disturb the existing school

facilities or adjacent plant nursery. Thus, the project would not convert farmland to non-agricultural uses and no impact would occur.

NO IMPACT

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

The project site is partially vacant and partially developed with school facilities and is zoned Open Space (OS), as defined by the City's Zoning Ordinance. A plant nursery immediately borders the project site to the northwest, which is zoned OS, similar to the project site. The proposed project would develop a 104-unit multi-family residential community on the vacant portion of the project site and would not redevelop or disturb the existing adjacent plant nursery. Additionally, the project site is not on land enrolled under the Williamson Act (DOC 2022b). Thus, the project would not conflict with existing zoning for agricultural use or a Williamson Act contract, and no impact would occur.

NO IMPACT

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

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

"Forest land" is defined in Public Resources Code (PRC) Section 12220(g) pursuant to the California Forest Legacy Program Act of 2007 as land that can support 10 percent native tree cover of any species, including hardwoods, under natural conditions, and that allows for management of one or more forest resources, including timber, aesthetics, fish and wildlife, biodiversity, water quality, recreation, and other public benefits (PRC 2025).

The project site is in an urbanized area of the City primarily developed with single-family residences and surrounded by single-family and multi-family residential uses, commercial uses, the Walnut Creek concrete-lined channel, and the plant nursery immediately northwest of the project site. All land at the site has been disturbed, and the site is currently occupied by pavement, structures, landscaping, and vacant graded land. As detailed in Section 4, *Biological Resources*, limited vegetated areas within the project site consist of non-native grasses, shrubs, and ornamental trees. As such, the project site does not include land that qualifies as "forest land" and is not zoned for forest land or timberland (Baldwin Park 2023). Further, the plant nursery located immediately northwest of the project site would not be qualified as forest land, as defined in PRC Section 12220(g). Therefore, due to the absence of forest land and timberland at the project site, the project would not involve changes to the existing environment that could result in the conversion of forest land to non-forest use. No impact on forestry resources would occur.

NO IMPACT

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

As detailed above under impact 1.a through 1.d, the proposed project would not involve any changes in land use which would result in conversion of farmland to non-agricultural use or conversion of forest land to non-forest use. Thus, no impact would occur.

NO IMPACT

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3 Air Quality

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less-than - Significant Impact	No Impact
Would the project:				
a. Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	■	☐
b. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?	☐	☐	■	☐
c. Expose sensitive receptors to substantial pollutant concentrations?	☐	■	☐	☐
d. Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	☐	☐	■	☐

Overview of Air Pollution

The federal and State Clean Air Acts (CAA) mandate the control and reduction of certain air pollutants. Under these laws, the U.S. Environmental Protection Agency (USEPA) and the California Air Resources Board (CARB) have established the National Ambient Air Quality Standards (NAAQS) and the California Ambient Air Quality Standards (CAAQS) for "criteria pollutants" and other pollutants. Some pollutants are emitted directly from a source (e.g., vehicle tailpipe, an exhaust stack of a factory, etc.) into the atmosphere, including carbon monoxide, volatile organic compounds (VOC), nitrogen oxides (NO_X), particulate matter with diameters of ten microns or less (PM_{10}) and 2.5 microns or less ($PM_{2.5}$), sulfur dioxide, and lead. Other pollutants are created indirectly through chemical reactions in the atmosphere, such as ozone, which is created by atmospheric chemical and photochemical reactions primarily between VOC and NO_X. Secondary pollutants include oxidants, ozone, and sulfate and nitrate particulates (smog). Air pollutants can be generated by the natural environment, such as when high winds suspend fine dust particles.

Air pollutant emissions are generated primarily by stationary and mobile sources. Stationary sources can be divided into two major subcategories:

- Point sources occur at a specific location and are often identified by an exhaust vent or stack. Examples include boilers or combustion equipment that produce electricity or generate heat.
- Area sources are widely distributed and include such sources as residential and commercial water heaters, painting operations, lawn mowers, agricultural fields, landfills, and some consumer products.

Mobile sources refer to emissions from motor vehicles, including tailpipe and evaporative emissions, and can also be divided into two major subcategories:

- On-road sources that may be legally operated on roadways and highways.
- Off-road sources include aircraft, ships, trains, and self-propelled construction equipment.

Air Quality Standards and Attainment

The project site is located in the South Coast Air Basin (SCAB), which includes the non-desert portions of Los Angeles, Riverside, and San Bernardino Counties, and all of Orange County. SCAB is under the jurisdiction of the South Coast Air Quality Management District (SCAQMD).

Depending on whether the standards are met or exceeded, the SCAB is classified as being in "attainment" or "nonattainment." In areas designated as nonattainment for one or more air pollutants, a cumulative air quality impact exists for those air pollutants. The human health associated with these criteria pollutants, as presented in Table 3, already occurs in those areas as part of the environmental baseline condition.

Table 3 Health Effects Associated with Non-Attainment Criteria Pollutants

Pollutant	Adverse Effects
Ozone	(1) Short-term exposures: pulmonary function decrements and localized lung edema in humans and animals, and risk to public health implied by alterations in pulmonary morphology and host defense in animals; (2) long-term exposures: risk to public health implied by altered connective tissue metabolism and altered pulmonary morphology in animals after long-term exposures, and pulmonary function decrements in chronically exposed humans; (3) vegetation damage; and (4) property damage.
Carbon monoxide (CO)	Reduces oxygen delivery leading to: aggravation of chest pain (angina pectoris) and other aspects of coronary heart disease; decreased exercise tolerance in persons with peripheral vascular disease and lung disease; impairment of central nervous system functions; and possible increased risk to fetuses.
Nitrogen dioxide (NO_2)	(1) Potential to aggravate chronic respiratory disease and respiratory symptoms in sensitive groups; (2) risk to public health implied by pulmonary and extra-pulmonary biochemical and cellular changes and pulmonary structural changes; and (3) contribution to atmospheric discoloration.
Sulfur dioxide (SO_2)	Bronchoconstriction accompanied by symptoms that may include wheezing, shortness of breath, and chest tightness during exercise or physical activity in persons with asthma.
Suspended particulate matter (PM_{10} and $PM_{2.5}$)	(1) Excess deaths from short- and long-term exposures; (2) excess seasonal declines in pulmonary function, especially in children; (3) asthma exacerbation and possibly induction; (4) adverse birth outcomes, including low birth weight; (5) increased infant mortality; (6) increased respiratory symptoms in children such as cough and bronchitis; and (7) increased hospitalization for both cardiovascular and respiratory disease, including asthma.
Lead	(1) Short-term lead poisoning overexposures can cause anemia, weakness, kidney damage, and brain damage; and (2) long-term exposures to lead increases risk for high blood pressure, heart disease, kidney failure, and reduced fertility.

Source: USEPA 2025

As the local air quality management agency, SCAQMD must monitor air pollutant levels to ensure that the NAAQS and CAAQS are met. If they are not met, SCAQMD must develop strategies for their region to meet the standards. The strategies to achieve attainment status are included as part of the Air Quality Management Plan (AQMP). The SCAB is in nonattainment for ozone and $PM_{2.5}$ federal standards. Also, the SCAB is in nonattainment for the State standard for PM_{10} and designated unclassifiable or in attainment for all other federal and State standards (CARB 2022). The project is

in Los Angeles County which is within the SCAB and under the jurisdiction of the SCAQMD. This nonattainment status results from several factors, the primary ones being the naturally diverse meteorological conditions that limits the dispersion and diffusion of pollutants, the limited capacity of the local airshed to eliminate air pollutants, and the number, type, and density of emission sources within the SCAB. The attainment status for the Los Angeles County portion of SCAB is included in Table 4.

Table 4 Attainment Status of Criteria Pollutants in Los Angeles County Portion of SCAB

Pollutant	State Designation	Federal Designation
Ozone	Nonattainment	Nonattainment
PM_{10}	Nonattainment	Attainment/Unclassified[3]
$PM_{2.5}$	Nonattainment/Attainment[1]	Nonattainment/Unclassified/Attainment[4]
CO	Attainment	Unclassified/Attainment
NO_2	Attainment/Nonattainment[2]	Unclassified/Attainment
SO_2	Attainment	Unclassified/Attainment

Notes: [1] The northern portion of Los Angeles County is in attainment for the $PM_{2.5}$ State standard.

[2] The portion of California SR-60 within the eastern portion of Los Angeles County is in nonattainment for the NO_2 State standard.

[3] The southern portion of Los Angeles County is unclassified for the PM_{10} federal standard.

[4] The southern portion of Los Angeles County is unclassified/attainment for the $PM_{2.5}$ federal standard.

Sources: CARB 2022

SCAQMD operates a network of air quality monitoring stations throughout the SCAB. The monitoring stations aim to measure ambient concentrations of pollutants and determine whether ambient air quality meets the California and federal standards. SCAQMD has divided the air basin into general forecast and air monitoring areas. Current air quality information is obtained from the same, or closest monitoring area (or source receptor area [SRA]) where the project is located. The project site is in SRA 11 (South San Gabriel Valley) along with the closest monitoring station, in the City of Azusa (located at 803 North Loren Avenue) approximately six miles northeast of the project site. This station collects 8-hour ozone, hourly ozone, nitrogen oxides (NO_x), fine particulate matter ($PM_{2.5}$) and coarse particulate matter (PM_{10}) measurements; however, the Azusa Station does not provide measurements for 2023. Therefore, 2023 measurements were taken from the Glendora-Laurel Station in the City of Glendora (840 Laurel Avenue), approximately nine miles northeast of the project site.

Table 5 indicates the number of days each federal and State standard exceeded at the Azusa and Glendora monitoring stations. As shown for 2021 through 2023, ozone measurements exceeded the federal and State ozone standards. PM_{10} and $PM_{2.5}$ measurements exceeded the State standard in 2021 and 2022, and data available for 2023 are insufficient to determine the values. No other State or federal standards were exceeded at these monitoring stations. Since carbon monoxide (CO) and sulfur dioxide (SO_2) are in attainment with the SCAB region, they are not monitored at the nearest air monitoring station and therefore ambient air quality is not reported for these two pollutants.

Table 5 Ambient Air Quality at the Nearest Monitoring Station

Pollutant	2021[1]	2022[1]	2023[2]
8-Hour Ozone (ppm), 8-Hour Average	0.086	0.080	0.110
Number of Days of State exceedances (>0.070 ppm)	21	11	70
Number of days of federal exceedances (>0.070 ppm)	21	11	70
Ozone (ppm), Worst Hour	0.108	0.111	0.155
Number of days of State exceedances (>0.09 ppm)	20	6	9
Nitrogen Dioxide (ppm) - Worst Hour	0.078	0.048	0.088
Number of days of State exceedances (>0.18 ppm)	0	0	0
Number of days of federal exceedances (>0.10 ppm)	0	0	0
Particulate Matter 10 microns, mg/m^3, Worst 24 Hours	79.4	98.2	126.7
Number of days of State exceedances (>50 mg/m^3)	11	7	*
Number of days above federal standard (>150 mg/m^3)	0	0	0
Particulate Matter <2.5 microns, mg/m^3, Worst 24 Hours	61.9	18.4	99.3
Number of days above federal standard (>35 mg/m^3)	3	0	*

[1] Measurements were taken from the Azusa monitoring station.

[2] Measurements were taken from the Glendora-Laurel station.

* Insufficient data available to determine the value

Source: CARB 2023a

Air Quality Management Plan

Since the SCAB currently exceeds ozone and $PM_{2.5}$ NAAQS standard, the SCAQMD is required to implement strategies to reduce pollutant levels to achieve attainment of the NAAQS. The SCAQMD 2022 AQMP is a regional blueprint designed to meet the NAAQS and demonstrate how to reach attainment. The 2022 AQMP represents a thorough analysis of existing and potential regulatory control options, includes available, proven, and cost-effective strategies, and seeks to achieve multiple goals in partnership with other entities promoting reductions in greenhouse gas (GHG) emissions and toxic risk, as well as efficiencies in energy use, transportation, and goods movement. The 2022 AQMP is focused on attaining the 2015 8-hour ozone standard of 70 parts per billion (ppb). The 2022 AQMP builds on previous AQMPs and includes a variety of new strategies such as regulation, accelerated deployment of available cleaner technologies (e.g., zero emissions technologies, when cost effective and feasible, and low-NO_X technologies in other applications), best management practices, co-benefits from existing programs (e.g., climate and energy efficiency), incentives, and other CAA measures to achieve the 2015 8-hour ozone standard.

Air Emission Thresholds

The SCAQMD approved the *CEQA Air Quality Handbook* in 1993. Since then, the SCAQMD has provided supplemental guidance on their website to address changes to the methodology and nature of CEQA. Some of these changes include recommended thresholds for emissions associated with both construction and operation of the project, which are used to evaluate a project's potential regional and localized air quality impacts (SCAQMD 2023).

Regional Thresholds

Table 6 presents the significance thresholds for regional construction and operational-related criteria air pollutant and precursor emissions being used for the purposes of this analysis.

Table 6 SCAQMD Regional Significance Thresholds

Construction Thresholds	Operational Thresholds
75 pounds per day of VOC	55 pounds per day of VOC
100 pounds per day of NO_X	55 pounds per day of NO_X
550 pounds per day of CO	550 pounds per day of CO
150 pounds per day of SO_X	150 pounds per day of SO_X
150 pounds per day of PM_{10}	150 pounds per day of PM_{10}
55 pounds per day of $PM_{2.5}$	55 pounds per day of $PM_{2.5}$

VOC = volatile organic compound; NO_X = nitrogen oxides; CO = carbon monoxide; SO_X = sulfur oxides; PM_{10} = particulate matter measuring 10 microns in diameter or less; $PM_{2.5}$ = particulate matter measuring 2.5 microns in diameter or less

Source: SCAQMD 2023

Localized Significance Thresholds

In addition to the above regional thresholds, the SCAQMD has developed Localized Significance Thresholds (LSTs) in response to concern regarding exposure of individuals to criteria pollutants in local communities. LSTs have been developed for NO_X, CO, PM_{10}, and $PM_{2.5}$ and represent the maximum emissions from a project that will not cause or contribute to an air quality exceedance of the most stringent applicable federal or State ambient air quality standard at the nearest sensitive receptor. LSTs take into consideration ambient concentrations in each SRA, distance to the sensitive receptor, and project size. LSTs have been developed for emissions generated in construction areas up to five acres in size. LSTs only apply to emissions in a fixed stationary location and are not applicable to mobile sources, such as cars on a roadway (SCAQMD 2008a).

The project site is within SRA 11 (South San Gabriel Valley) and is approximately five acres. However, it is unlikely that all five acres would undergo construction simultaneously. Therefore, to remain conservative, the LST analysis uses the one-acre LSTs, as they are more stringent than the five acre LSTs. LSTs are provided for receptors at a distance of 25 meters, 50 meters, 100 meters, 200 meters, and 500 meters from the project disturbance boundary to the sensitive receptors. The border of construction activity would occur immediately adjacent to single and multi-family residences located to the north, east, and south of the project site. Additionally, active uses on the western portion of the project site include the Bassett School District administrative buildings and the Bassett Child Development Center directly adjacent to the site. According to the SCAQMD's publication, *Final LST Methodology*, projects with boundaries located closer than 25 meters to the nearest receptor should use the LSTs for receptors located at 25 meters (SCAQMD 2009). Therefore, the analysis below uses the LST values for 25 meters. LSTs for construction and operation in SRA 11 on a one-acre site with a receptor 25 meters away are shown in Table 7.

Table 7 SCAQMD LSTs for Construction and Operation in SRA 11

Pollutant	Allowable Construction Emissions from a 1-acre Site for a Receptor 25 Meters Away (lbs/day)	Pollutant Allowable Operational Emissions from a 1-acre Site for a Receptor 25 Meters Away (lbs/day)
Gradual conversion of NO_X to NO_2	83	83
CO	673	673
PM_{10}	5	1
$PM_{2.5}$	4	1

lbs/day = pounds per day; NO_x = nitrogen oxide; NO_2 = nitrogen dioxide; CO = carbon monoxide; PM_{10} = particulate matter with a diameter no more than 10 microns; $PM_{2.5}$ = particulate matter with a diameter no more than 2.5 microns

Source: SCAQMD 2009

Toxic Air Containments Thresholds

SCAQMD has developed significance thresholds for the emissions of toxic air contaminants (TACs) based on health risks associated with elevated exposure to such compounds. For carcinogenic compounds, cancer risk is assessed in terms of incremental excess cancer risk. A project would result in a potentially significant impact if it would generate an incremental excess cancer risk of 10 in 1 million (1×10^{-6}) or a cancer burden of 0.5 excess cancer cases in areas exceeding a one-in-one-million risk. In addition, non-carcinogenic health risks are assessed in terms of a hazard index. A project would result in a potentially significant impact if it would result in a chronic and acute hazard index greater than 1.0 (SCAQMD 2023).

Methodology

Air pollutant emissions generated by project construction and operation were estimated using the California Emissions Estimator Model (CalEEMod), version 2022.1. CalEEMod uses project-specific information, including the project's land uses, square footage for different uses (e.g., residential and parking), and location, to model a project's construction and operational emissions. The analysis reflects the construction and operation of the project as described under the *Project Description.*

Construction emissions modeled include emissions generated by construction equipment used on the project site and vehicle trips associated with construction, including worker and vendor trips. According to the project applicant, construction of the project would start in November 2026 and would be completed in June 2028. The project would be constructed in two rolling phases. The horizontal construction for the entire project would be completed all at once. The vertical construction would be split into two general phases. It would not be a traditional phasing where one phase is fully built and sold prior to the next phase starting. Instead, it would be constructed where the first phase is slightly ahead of the second phase of buildings. The applicant provided the construction schedule and construction equipment, and default CalEEMod worker trips and vendor trips were used for the model.
Construction would have six phases of construction that would occur over approximately 19 months. It is assumed approximately 1,500 cubic yards of soil would be exported off-site during the grading phase. During the demolition phase, the project would produce approximately 16,940 square feet of demolition debris, including 15,430 square feet of asphalt, 1,600 square feet of concrete, and 250 linear feet of chain link fence. Export of this material would result in approximately 8-10 hauling trips per day during the demolition phase. The closest landfill that accepts construction and demolition material is the Azusa Reclamation Landfill located at 1211 W. Gladstone Street in Azusa, approximately 6 miles northeast of the project site. An estimated 20 to

25 workers would be onsite on any given day. It is assumed that all construction equipment used would be diesel-powered and the project would comply with all applicable regulatory standards. Construction activities of the project would comply with SCAQMD Rule 403 for dust control measures and Rule 1113 for architectural coating VOC limits.

Operational emissions modeled include mobile source emissions (i.e., vehicle emissions), energy emissions, and area source emissions. Mobile source emissions are generated by vehicle trips to and from the project site. Default trip generation rates were used in CalEEMod for the residential land use type. Area source emissions are generated by landscape maintenance equipment, consumer products, and architectural coatings. Project operation would comply with SCAQMD Rule 445 for no wood-burning fire devices and Rule 1113 for architectural coating VOC limits.

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

A project may be inconsistent with the AQMP if it would generate population, housing, or employment growth exceeding forecasts used in the development of the AQMP. The 2022 AQMP, the most recent AQMP adopted by the SCAQMD, incorporates local city general plans and the Southern California Association of Governments' (SCAG) 2022 RTP/SCS (Connect SoCal) socioeconomic forecast projections of regional population, housing, and employment growth (SCAG 2016). The population growth forecasts in SCAG's Connect SoCal estimate that the City of Baldwin Park's population would increase to 81,700 people in 2045, which is an increase of 6,300 people from the city's population of 75,400 people in 2016 (SCAG 2020). Furthermore, employment in the Baldwin Park is estimated to increase to 26,500 people in 2045, which is an increase of 1,800 people from the city's population of 24,700 people in 2016.

The project involves the development of 104 townhouse units on the project site. Based on the Department of Finance (DOF) average household size of 3.8 persons per residential unit in the Baldwin Park, the project would potentially add an estimated 395 residents to the city's population (DOF 2025). The project would account for approximately two percent of the city's total projected population growth through year 2045. Regarding employment, the project would require two new employees – a full-time leasing office manager and one maintenance staff. This represents less than one percent of the city's total employment growth. As such, potential population growth generated by the project would be within the SCAG growth forecast and would, therefore, be consistent with the SCAG's Connect SoCal.

In addition, the AQMP provides strategies and measures to reach attainment with the thresholds for 8-hour and 1-hour ozone and $PM_{2.5}$. As shown in Table 8 and Table 9 below, the project would not generate criteria pollutant emissions that would exceed SCAQMD thresholds for any criteria air pollutant, including ozone precursors (VOC and NO_X) and $PM_{2.5}$. Since the project would also be consistent with population and housing growth projections for the city, the project would not conflict with or obstruct implementation of the AQMP. Potential impacts to the AQMP would be less than significant.

LESS-THAN-SIGNIFICANT IMPACT

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

The SCAB has been designated as a federal nonattainment area for ozone and $PM_{2.5}$ and a State nonattainment area for ozone, PM_{10}, and $PM_{2.5}$. Additionally, the Air Basin is in nonattainment for lead.[1] The SCAB is designated unclassifiable or in attainment for all other federal and State standards.

Construction Emissions

Project construction would generate temporary air pollutant emissions associated with fugitive dust (PM_{10} and $PM_{2.5}$) and exhaust emissions from heavy construction equipment and construction vehicles. In addition, construction would generate VOC emissions during the architectural coating and paving phases from the evaporation of solvents in architectural coatings as they dry, and from the off gassing of light hydrocarbons and solvents in asphalt. While construction equipment would also generate VOCs, the majority of VOC emissions would be emitted by the evaporation of architectural coatings and asphalt.

Table 8 summarizes the estimated maximum daily emissions of pollutants during project construction. As shown therein, construction-related emissions would not exceed SCAQMD thresholds. Therefore, project construction would not result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or State ambient air quality standard. Impacts would be less than significant.[2]

Table 8 Estimated Maximum Daily Construction Emissions

	Maximum Emissions (lbs/day)					
Construction Year	**VOC**	**NO_x**	**CO**	**SO_2**	**PM_{10}**	**$PM_{2.5}$**
Maximum Emissions (lbs/day)	**34**	**26**	**28**	**<1**	**5**	**3**
SCAQMD Regional Threshold	75	100	550	150	150	55
Threshold Exceeded?	No	No	No	No	No	No

lbs/day = pounds per day; VOC = Volatile organic compounds; NO_X = nitrogen oxides; CO = carbon monoxide; SO_2 = sulfur dioxide; PM_{10} = particulate matter 10 microns in diameter or less; $PM_{2.5}$ = particulate matter 2.5 microns or less in diameter

Notes: Some numbers may not add up precisely due to rounding considerations. Maximum on-site emissions are the highest emissions that would occur on the project site from on-site sources, such as heavy construction equipment and architectural coatings, and excludes off-site emissions from sources such as construction worker vehicle trips and haul truck trips.

Source: CalEEMod worksheets in Appendix A, see Table 2.2 "Construction Emissions by Year, Unmitigated" emissions. Highest of Summer and Winter emissions results are shown for all emissions.

[1] While a portion of Los Angeles County is in federal nonattainment for lead, lead emissions are not estimated as a part of this analysis, as they are not within the scope of the project's impacts and assessment. Additionally, the project would not generate lead emissions. As such, lead was not analyzed as a part of this assessment.

[2] Please note that the application of Mitigation Measure AQ-1 to utilize Tier 4 Final off-road equipment (for equipment with a horsepower of 75 or greater) would serve to reduce the emissions of particulate matter and NO_x pollutants. However, as shown in Appendix A Table 2.2, total construction emissions of CO would actually increase in the mitigated scenario. Onsite emissions of CO would also increase. Despite this increase, maximum daily construction emissions of CO would still be well-below localized and regional thresholds for this pollutant.

Operational Emissions

Operation of the project would generate criteria air pollutant emissions associated with area sources (e.g., architectural coatings, consumer products, and landscaping equipment), energy sources (i.e., use of natural gas for space and water heating), and mobile sources (i.e., vehicle trips to and from the project site). Table 9 summarizes the project's maximum daily operational emissions by emission source. As shown therein, operational emissions would not exceed SCAQMD regional thresholds for criteria pollutants. Therefore, project operation would not result in a cumulatively considerable net increase of any criteria pollutant for which the project region is in non-attainment; impacts would be less than significant.

Table 9 Estimated Maximum Daily Operational Emissions

	Pollutant (lbs/day)					
Emissions Source	**VOC**	**NO_x**	**CO**	**SO_2**	**PM_{10}**	**$PM_{2.5}$**
Mobile	3	2	23	<1	6	2
Area	4	<1	6	<1	<1	<1
Energy	<1	1	<1	<1	<1	<1
Total	**7**	**3**	**29**	**<1**	**6**	**2**
SCAQMD Thresholds	55	55	550	150	150	55
Threshold Exceeded?	No	No	No	No	No	No

lbs/day = pounds per day; VOC = volatile organic compounds; NO_X = nitrogen oxides; CO = carbon monoxide; SO_2 = sulfur dioxide; PM_{10} = particulate matter 10 microns in diameter or less; $PM_{2.5}$ = particulate matter 2.5 microns or less in diameter

Notes: Some numbers may not add up precisely due to rounding considerations.

Source: CalEEMod worksheets in Appendix A, see Table 2.5 "Operations Emissions by Sector, Unmitigated" emissions. Highest of Summer and Winter emissions results are shown for all emissions.

LESS-THAN-SIGNIFICANT IMPACT

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

Sensitive Receptors

According to the SCAQMD, sensitive receptors include residences, schools, playgrounds, childcare centers, long-term healthcare facilities, rehabilitation centers, convalescent centers, and retirement homes (SCAQMD 1993). While the project would be developed in two phases, it would not be a traditional phasing where one phase is fully built and sold prior to the next phase starting. Instead, the first phase of construction would be slightly ahead of the second phase of buildings. Therefore, no onsite residents would move in prior to completion of construction. There are several sensitive receptors located directly adjacent to the project site, including a preschool to the west, a mobile home community to the east, and multi-family and single-family residences to the north, east, and south of the site. Localized air quality impacts to sensitive receptors typically result from localized criteria air pollutant emissions, and TACs, which are discussed in the following subsections. It should be noted that the Florence Flanner School is directly west of the project site; however, this school closed in 1989 and is not currently in use as an elementary school. However, the school site is still considered a sensitive receptor in this analysis due to the presence of a private preschool – Bassett Child Development Center.

Localized Significance Thresholds

The LST methodology was developed to be used as a tool to analyze localized impacts associated with project-specific level projects. If the calculated emissions for the proposed construction or operational activities are below the LST emission levels found on the LST mass rate look-up tables (Appendix C of LST Methodology; SCAQMD 2008a) and no potentially significant impacts are found to be associated with other environmental issues, then the proposed construction or operation activity is not significant for air quality.

The project analysis assumes main construction activity would occur immediately adjacent to the existing multi-family and single-family residences to the north, east, and south. The allowable emissions for the project utilizes the 25-meter receptor distance, and the project is in SRA 11 (South San Gabriel Valley). Table 10 summarizes the project's maximum localized daily construction emissions from the project and Table 11 summarizes the project's maximum localized daily operational emissions. As shown therein, localized construction and operational emissions would not exceed SCAQMD LST thresholds for criteria pollutants. Therefore, project construction would result in a less than significant local air quality impact.

Table 10 Project LST Construction Emissions

	Maximum Daily Emissions (lbs/day)					
	VOC	**NO_X**	**CO**	**SO_2**	**PM_{10}**	**$PM_{2.5}$**
Maximum On-site Emissions	34	25	25	<1	4.7	2.4
SCAQMD LST	N/A	83	673	N/A	5	4
Threshold Exceeded?	**N/A**	**No**	**No**	**N/A**	**No**	**No**

lbs/day = pounds per day; VOC = volatile organic compounds; NO_x = nitrogen oxide; CO = carbon monoxide; PM_{10} = particulate matter with a diameter no more than 10 microns; $PM_{2.5}$ = particulate matter with a diameter no more than 2.5 microns; SO_2 = sulfur dioxide

Notes: Some numbers may not add up precisely due to rounding considerations. Maximum on-site emissions are the highest emissions that would occur on the project site from on-site sources, such as heavy construction equipment and architectural coatings, and excludes off-site emissions from sources such as construction worker vehicle trips and haul truck trips.

The LST methodology focuses on pollutants that are primarily impacted by project-specific emissions and have established ambient air quality standards that could be locally exceeded. While SO_2 and VOCs are criteria pollutants and have health and environmental impacts, they may not be subject to LSTs. For example, some pollutants, like VOCs which contribute to ozone formation, are considered regional pollutants, and LSTs, which focus on localized impacts, are not applicable to them.

Source: CalEEMod worksheets in Appendix A, see Tables 3.1 – 3.13 for emissions by construction source. Highest of Summer and Winter emissions results are shown for all emissions.

Table 11 Project LST Operational Emissions

	Maximum Daily Emissions (lbs/day)					
	VOC	NO_X	CO	SO_2	PM_{10}	$PM_{2.5}$
Maximum On-site Emissions	4	1	6	<1	<1	<1
SCAQMD LST	N/A	83	673	N/A	1	1
Threshold Exceeded?	**N/A**	**No**	**No**	**N/A**	**No**	**No**

lbs/day = pounds per day; VOC = volatile organic compounds; NO_x = nitrogen oxide; CO = carbon monoxide; PM_{10} = particulate matter with a diameter no more than 10 microns; $PM_{2.5}$ = particulate matter with a diameter no more than 2.5 microns; SO_2 = sulfur dioxide

Notes: Some numbers may not add up precisely due to rounding considerations. Maximum on-site emissions are the highest emissions that would occur on the project site from on-site sources, such as natural gas use, for example, and excludes off-site emissions from sources such as vehicle trips.

The LST methodology focuses on pollutants that are primarily impacted by project-specific emissions and have established ambient air quality standards that could be locally exceeded. While SO_2 and VOCs are criteria pollutants and have health and environmental impacts, they may not be subject to LSTs. For example, some pollutants, like VOCs which contribute to ozone formation, are considered regional pollutants, and LSTs, which focus on localized impacts, are not applicable to them.

Source: CalEEMod worksheets in Appendix A, see Table 2.5 "Operations Emissions by Sector, Unmitigated" for emissions. On-site emissions include Area and Energy sources. Highest of Summer and Winter emissions results are shown for all emissions.

Toxic Air Contaminants

TACs are defined in Section 39655 of the California Health and Safety Code (California Legislative Information 2024) as substances that may cause or contribute to an increase in deaths or in serious illness, or that may pose a present or potential hazard to human health. Health effects from carcinogenic air toxins are usually described in terms of cancer risk. The SCAQMD recommends an incremental cancer risk threshold of ten in one million. "Incremental cancer risk" is the net increased likelihood that a person continuously exposed to concentrations of TACs resulting from a project over a 9-, 30-, or 70-year exposure period will contract cancer, typically based on the use of standard Office of Environmental Health Hazard Assessment (OEHHA) risk-assessment methodology (OEHHA 2015). The following subsections discuss the project's potential to result in impacts related to TAC emissions during construction and operation.

Construction

The project's construction-related activities would result in temporary project-generated emissions of Diesel Particulate Matter (DPM) exhaust emissions from off-road, heavy-duty diesel equipment for site preparation, grading, building construction, and other construction activities. DPM was identified as TAC by CARB in 1998. The potential cancer risk from the inhalation of DPM (discussed in the following paragraphs) outweighs the potential non-cancer health impacts and is therefore the focus of this discussion (CARB 2023b).

Generation of DPM from construction projects typically occurs in a single area for a short period. Construction activities involving the use of DPM emitting heavy equipment (e.g., construction equipment, diesel trucks) would occur over approximately 19 months from November 2026 until June 2028. The dose to which the receptors are exposed is the primary factor used to determine health risk. Dose is a function of the concentration of a substance or substances in the environment and the extent of exposure that person has with the substance. Dose is positively correlated with time, meaning that a longer exposure period would result in a higher exposure level for the Maximally Exposed Individual. The risks estimated for a Maximally Exposed Individual are higher if a fixed exposure occurs over a longer period of time. According to the California OEHHA,health risk assessments, which determine the exposure of sensitive receptors to toxic emissions,should be based on a 30-year exposure period (assumed to be the approximate time that a person

spends at a single household location). OEHHA recommends this risk be bracketed with 9-year and 70-year exposure periods and that health risk assessments should be limited to the period/duration of activities associated with the project (OEHHA 2015).

The cancer risks represent the maximum risk at the location of an individual receptor or modeling point at a specific age. It is assumed in the health risk assessment that the maximum exposed individual residential receptor (MEIR) would be exposed to construction exhaust emissions while they are a third trimester fetus through approximately 2 years old. The maximum exposed individual school receptor (MEIS) would be exposed while they are preschool aged (between three and five years old). The project MEIR was determined to be at a single-family residential property directly east of the project site. The MEIS is located to the west of the site; however, health risks to the MEIS were not quantified for the project, as the MEIR risk assumes exposure starts during the third trimester (as opposed to three to five years old for the MEIS). The MEIR would therefore present a more conservative risk value due to the larger age sensitivity factor (ASF of ten) applied to the third trimester to two years old, compared to the factors that are applied for the other age bins (three for adolescence; one for adults). Therefore, if the MEIR is found to be below applicable thresholds, it can be concluded that the MEIS would also be below applicable thresholds.

The Chronic Hazard Index (HI) is a metric used in environmental risk assessments to evaluate the potential for non-cancer health effects from long-term exposure to multiple pollutants. It is calculated by summing the hazard quotients (HQs) for each pollutant that affects the same target organ or organ system.

As shown in Table 12,excess cancer risk and chronic risk associated with project construction would be up to 27.6 per million at the MEIR. Unmitigated risk at the MEIR would therefore exceed the significance threshold of 10 in one million. Chronic risk would not exceed the threshold of 1.0 hazard index at the MEIR 0.23.

Table 12 Unmitigated Health Risks Associated with Construction Activity

Scenario	Excess Cancer Risk (per million)	Chronic Health Risk[1]
Maximally Impacted Resident	27.6	0.23
SCAQMD Significance Threshold	>10	>1
Threshold Exceeded?	**Yes**	**No**

µg/m^3 = micrograms per cubic meter; BAAQMD = Bay Area Air Quality Management District

[1] Noncancer health impacts are determined by dividing the airborne concentration at the receptor by the appropriate Reference Exposure Level (REL) for that substance. A REL is defined as the concentration at which no adverse noncancer health effects are anticipated. Because noncancer health impacts are assessed as the ratio of airborne concentration versus the REL, the resulting hazard index is unitless.

For model outputs, see Appendix B.

As shown in Table 12, incremental excess cancer risks resulting from construction activities would exceed SCAQMD thresholds at the MEIR Additionally, as shown in Table 12, the chronic hazard index at the MEIR would not exceed BAAQMD thresholds.

This suggests that chronic risk at the MEIS may also exceed this threshold, even though the risk to the MEIR is a more conservative estimate, as the MEIR risk assumes exposure starts during the third trimester (as opposed to three to five years old for the MEIS). As construction would exceed the significance thresholds at the MEIR, it can be conservatively concluded that risk at the MEIS would

also exceed thresholds and impacts to surrounding sensitive receptors would be significant without mitigation.

Operation

Operational activities throughout the project site would not require the use of diesel-fueled equipment, nor is the project anticipated to operate any stationary or other sources of TAC emissions. Therefore, the operation of the project itself would not result in health risks to either nearby residents or onsite students and staff. Operational health risks would be less than significant.

Mitigation Measure

AQ-1 Tier 4 Certified Equipment for Specific Equipment Types

Prior to issuance of grading permits, the following measures shall be implemented:

- To reduce cancer risk to below the established threshold, the project shall use Tier 4 certified off-road equipment during construction for equipment with a horsepower of 75 or greater. This includes:
  - Graders,
  - Pavers,
  - Rubber tired dozers,
  - Scrapers, and
  - Tractors/loaders/backhoes.
- In addition, the project shall use Tier 4 certified off-road equipment during construction for the following equipment types:
  - Skid Steer Loaders, and
  - Excavators.

Implementation requirements shall also be pursued as part of this mitigation, such as adding this requirement to construction plans. Additionally, reporting requirements, such as review and approval by the City, shall also be included as part of this measure.

Significance After Mitigation

In an effort to reduce cancer risk to below the established threshold, the project will be required to use Tier 4 certified off-road equipment during construction for equipment with a horsepower of 75 or greater, including graders, pavers, rubber tired dozers, scrapers, and tractors/loaders/backhoes. Additionally, Tier 4 certified skid steer loaders and excavators would also be required under this mitigation. As shown in Table 13 below, with the implementation of this mitigation, excess cancer risk associated with project construction would be 7.2 per million at the MEIR, well below the 10 in a million threshold.

Table 13 Mitigated Health Risks Associated with Construction Activity

Scenario	Excess Cancer Risk (per million)	Chronic Health Risk[1]
Maximally Impacted Resident	7.2	0.03
BAAQMD Significance Threshold	>10	>1
Threshold Exceeded?	**No**	**No**

µg/m^3 = micrograms per cubic meter; BAAQMD = Bay Area Air Quality Management District

[1] Noncancer health impacts are determined by dividing the airborne concentration at the receptor by the appropriate Reference Exposure Level (REL) for that substance. A REL is defined as the concentration at which no adverse noncancer health effects are anticipated. Because noncancer health impacts are assessed as the ratio of airborne concentration versus the REL, the resulting hazard index is unitless.

For model outputs, see Appendix B.

Implementation of Mitigation Measure AQ-1 would avoid significant impacts to nearby sensitive receptors during project construction. Therefore, impacts to nearby sensitive receptors would be less than significant with mitigation incorporated.

LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED

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

During project construction activities, heavy equipment and vehicles would emit odors associated with vehicle and engine exhaust and during idling. However, these odors would be intermittent and temporary and would cease upon completion. Project construction would be required to comply with SCAQMD Rule 402, which specifies that a person shall not discharge from any source whatsoever such quantities of air contaminants or other material which cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public. Overall, project construction would not generate other emissions, such as those leading to odors, affecting a substantial number of people. Construction-related odor impacts would be less than significant.

With respect to operation, the SCAQMD's *CEQA Air Quality Handbook* (1993) identifies land uses associated with odor complaints as agricultural uses, wastewater treatment plants, chemical and food processing plants, composting, refineries, landfills, dairies, and fiberglass molding. Residential developments are not identified on this list. Solid waste generated during project operation would be managed and collected in a manner to prevent the proliferation of odors, including proper storage in lidded dumpsters and/or trash cans and collected by a contracted waste hauler. Therefore, the project would not generate other emissions such as those leading to odors affecting a substantial number of people, and no operational impact would occur.

LESS-THAN-SIGNIFICANT IMPACT

4 Biological Resources

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less-than - Significant Impact	No Impact
Would the project:				
a. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	☐	■	☐	☐
b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	☐	☐	☐	■
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?	☐	☐	☐	■
d. Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	☐	☐	☐	■
e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	■	☐	☐
f. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	☐	☐	☐	■

The analysis presented in this section is based on information provided in a Biological Resource Assessment Report prepared by RCA Associates, Inc. in March 2025 (Appendix C), and information provided in the Tree and Palm Evaluation prepared by Arborgate Consulting, Inc in August 2024 (Appendix D). While the project relies on biological information from these previously prepared technical reports, Rincon Consultants (Rincon) prepared an independent biological resources analysis within this IS-MND to supplement the reports, address identified data gaps and analytical limitations, and analyze potential project impacts of the adjoining larger project area that was beyond what was included in the Biological Resource Assessment Report and Tree and Palm Evaluation. The supplemental analysis included but was not limited to queries of biological resource databases and review of aerial imagery to obtain comprehensive information on site conditions and sensitive biological resources (i.e., special status species, sensitive vegetation communities, and jurisdictional waters and wetlands) documented within or adjacent to the project site.

The databases queried by Rincon included the United States Fish and Wildlife Service (USFWS) Environmental Conservation Online System (ECOS): Information for Planning and Conservation System (IPaC) (USFWS 2025a), USFWS Critical Habitat Portal (USFWS 2025b), USFWS National Wetlands Inventory (NWI) (USFWS 2025c), California Department of Fish and Wildlife (CDFW) California Natural Diversity Database (CNDDB) (CDFW 2025a), CDFW Biogeographic Information and Observation System (BIOS) (CDFW 2025b) and California Native Plant Society (CNPS) Online Inventory of Rare, Threatened and Endangered Plants of California (CNPS 2025) within a the *Baldwin Park, California* United States Geological Survey 7.5-quadrangle and the surrounding eight United States Geological Survey (USGS) quadrangle maps.

Based on a site visit conducted on March 13, 2025 by biologists from RCA Associates, Inc., the site is disturbed and contains non-native vegetation, the majority which are ruderal species, including western jimsonweed (*Datura wrightii*), telegraph weed (*Heterotheca grandiflora*), cheeseweed (*Malva parviflora*), Asian mustard (*Brassica tournefortii*) shortpod mustard (*Hirschfeldia incana*), , Bermuda grass (*Cynodon dactylon*), and cheatgrass (*Bromus tectorum*), a well as common fiddleneck (*Amsinckia intermedia*) and Brazilian peppertree (*Schinus terebinthifolia*).

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

Special status species are those plants and wildlife listed, proposed for listing, or candidates for listing as Threatened or Endangered by the USFWS under the Federal Endangered Species Act (FESA); those listed or candidates for listing as Rare, Threatened, or Endangered by the CDFW under the California Endangered Species Act (CESA); animals designated as “Fully Protected” by the California Fish and Game Code (CFGC); wildlife listed as Species of Special Concern (SSC) by the CDFW; and plants with CNPS California Rare Plant Ranks (CRPR) of 1B, 2, 3, and 4.

Based on the Biological Resource Assessment Report, records or ranges of seven special status plants and 18 wildlife and/or insect species have been documented within the Baldwin Park quadrangle of the property (RCA 2025). The supplemental searches by Rincon identified an additional 40 special status plant species and 54 special status animal species within the larger regional nine USGS quadrangle search area. The majority of the special status plant and animal species identified occur within the generally undeveloped open space land located several miles away from the project site including Rose Hills, Galster Wilderness Park, and Santa Fe Dam Recreational Area. These 94 additional species were evaluated as part of this project analysis;

however, species with a CRPR of 3 and 4, species that are known to occur outside of the elevation of the project site, or species otherwise would not occur in or near the project site, have been excluded from Table 14 below.

Special status plant and wildlife species are not expected to occur on the project site or in adjacent areas due to the urban setting as well as the disturbed and partially developed condition of the project site. Further, there is either no or at best marginal and limited suitable habitat within or adjacent to the project site for supporting special status plant or wildlife species. While no special status species are anticipated, the project site has the potential to provide minimal foraging and nesting habitat for birds, including migratory songbirds that could occur in the area and are adapted to disturbed areas and urban environments.

Migratory or other common nesting birds, while not designated as special status species, are protected and regulated by the California Fish and Game Code (CFGC) and Migratory Bird Treaty Act (MBTA) and may nest in the ornamental trees, shrubs, and landscaped grasses on-site. Therefore, construction of the project has the potential to directly (by destroying a nest) or indirectly (by creating construction noise, dust, and other human disturbances that may cause a nest to fail) impact nesting birds protected under the CFGC and MBTA. Such impacts would constitute a violation of State and federal nesting bird regulations and therefore represent a regulatory compliance impact that would be a significant impact under CEQA.

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Table 14 Special Status Species Potential to Occur

Scientific Name Common Name	Status	Habitat Requirements	Potential to Occur in Project Area	Habitat Suitability/Observations
Plants and Lichens				
Abronia villosa var. *aurita* chaparral sand-verbena	None/None G5T2?/S2 1B.1	Annual herb. Chaparral, coastal scrub, desert dunes. Sandy. Elevations: 245-5250ft. (75-1,600m.) Blooms (Jan)*Mar-Sep.	No potential	Chaparral, coastal scrub, and desert dunes are not present on the site.
Astragalus brauntonii Braunton's milk-vetch	FE/None G2/S2 1B.1	Perennial herb. Chaparral, coastal scrub, valley and foothill grassland. Recent burns or disturbed areas; usually on sandstone with carbonate layers. Soil specialist; requires shallow soils to defeat pocket gophers and open areas, preferably on hilltops, saddles or bowls between hills. Elevations: 15-2,100ft. (4-640m.) Blooms Jan-Aug.	Low potential	Hills, chaparral, and coastal scrub are not present on the site. Grassland is present, although it is non-native. The species has not been recorded within five miles of the site.
Atriplex coulteri Coulter's saltbush	None/None G3/S2 1B.2	Perennial herb. Coastal bluff scrub, coastal dunes, coastal scrub, valley and foothill grassland. Alkaline (sometimes), clay (sometimes). Elevations: 10-1,510ft. (3-460m.) Blooms Mar-Oct.	Low potential	Grassland is present, although it is non-native. The species has not been recorded within five miles of site on CNDDB.
Atriplex parishii Parish's brittlescale	None/None G1G2/S1 1B.1	Annual herb. Chenopod scrub, playas, vernal pools. Alkaline. Elevations: 80-6,235ft. (25-1,900m.) Blooms Jun-Oct.	No potential	Chenopod scrub, playas, and vernal pools are not present on the site.
Brodiaea filifolia thread-leaved brodiaea	FT/SE G2/S2 1B.1	Perennial bulbiferous herb. Chaparral, cismontane woodland, coastal scrub, playas, valley and foothill grassland, vernal pools. Clay (often). Elevations: 80-3675ft. (25-1,120m.) Blooms Mar-Jun.	No potential	Grasslands present, although non-native. Species not recorded within five miles of site on CNDDB. Vernal pools not present.
Calochortus plummerae Plummer's mariposa-lily	None/None G4/S4 4.2	Perennial bulbiferous herb. Chaparral, cismontane woodland, coastal scrub, lower montane coniferous forest, valley and foothill grassland. Granitic, rocky. Elevations: 330-5,580ft. (100-1,700m.) Blooms May-Jul.	No potential	The site does not support suitable habitat for the species and none were present during the survey.
Calochortus weedii var. *intermedius* intermediate mariposa-lily	None/None G3G4T3/S3 1B.2	Perennial bulbiferous herb. Chaparral, coastal scrub, valley and foothill grassland. Rocky. Elevations: 345-2,805ft. (105-855m.) Blooms May-Jul.	No potential	Grassland is present, although it is non-native. Rocky areas are not present. The site is slightly lower than lowest elevation range of species.
Calystegia felix lucky morning-glory	None/None G1/S1 1B.1	Annual rhizomatous herb. Meadows and seeps, riparian scrub. Sometimes alkaline, alluvial. Elevations: 100-705ft. (30-215m.) Blooms Mar-Sep.	No potential	Meadows, seeps, and riparian scrub is not present on the site.
Centromadia parryi ssp. *australis* southern tarplant	None/None G3T2/S2 1B.1	Annual herb. Marshes and swamps, valley and foothill grassland, vernal pools. Often in disturbed sites near the coast at marsh edges; also in alkaline soils sometimes with saltgrass. Sometimes on vernal pool margins. Elevations: 0-1575ft. (0-480m.) Blooms May-Nov.	No potential	The site does not support suitable habitat for the species and none were present during the survey.
Centromadia pungens ssp. *laevis* smooth tarplant	None/None G3G4T2/S2 1B.1	Annual herb. Chenopod scrub, meadows and seeps, playas, riparian woodland, valley and foothill grassland. Alkaline. Elevations: 0-2100ft. (0-640m.) Blooms Apr-Sep.	No potential	Chenopod scrub, meadows and seeps, playas, riparian woodland not present. Grasslands present, although non-native.
Cladium californicum California saw-grass	None/None G4/S2 2B.2	Perennial rhizomatous herb. Marshes and swamps, meadows and seeps. Freshwater or alkaline moist habitats. Elevations: 195-5,250ft. (60-1,600m.) Blooms Jun-Sep.	No potential	Marshes and swamps, meadows and seeps, freshwater or alkaline moist habitats not present.
Cuscuta obtusiflora var. *glandulosa* Peruvian dodder	None/None G5T4?/SH 2B.2	Annual vine (parasitic). Marshes and swamps. Freshwater marsh. Elevations: 50-920ft. (15-280m.) Blooms Jul-Oct.	No potential	Marshes and swamps, freshwater marsh not present.
Dudleya multicaulis many-stemmed dudleya	None/None G2/S2 1B.2	Perennial herb. Chaparral, coastal sage scrub, valley and foothill grassland. In heavy, often clayey soils or grassy slopes. Elevations: 50-2,590ft. (15-790m.) Blooms Apr-Jul.	No potential	Chaparral, coastal sage scrub, and grassy slopes not present. The site does not support suitable habitat for the species and none were present during the survey.
Eriastrum densifolium ssp. *sanctorum* Santa Ana River woollystar	FE/SE G4T1/S1 1B.1	Perennial herb. Chaparral, coastal scrub. In sandy soils on river floodplains or terraced fluvial deposits. Elevations: 300-2,000ft. (91-610m.) Blooms Apr-Sep.	No potential	Chaparral, coastal scrub, river floodplains, and terraced fluvial deposits are not present on-site.
Fimbristylis thermalis hot springs fimbristylis	None/None G4/S1S2 2B.2	Perennial rhizomatous herb. Meadows and seeps. Near hot springs. Elevations: 360-4,395ft. (110-1,340m.) Blooms Jul-Sep.	No potential	Meadows, seeps, and hot springs are not present on the site.

Scientific Name Common Name	Status	Habitat Requirements	Potential to Occur in Project Area	Habitat Suitability/Observations
Hordeum intercedens vernal barley	None/None G3G4/S3S4 3.2	Annual herb. Coastal dunes, coastal scrub, valley and foothill grassland, vernal pools. Vernal pools, dry, saline streambeds, alkaline flats. Elevations: 15-3,280ft. (5-1,000m.) Blooms Mar-Jun.	No potential	Vernal pools, saline streambeds, and alkaline flats are not present on the site.
Horkelia cuneata var. *puberula* mesa horkelia	None/None G4T1/S1 1B.1	Perennial herb. Chaparral, cismontane woodland, coastal scrub. Sandy or gravelly sites. Elevations: 230-2,660ft. (70-810m.) Blooms Feb-Jul(Sep).	No potential	Chaparral, cismontane woodland, and coastal scrub are not present on the site.
Imperata brevifolia California satintail	None/None G3/S3 2B.1	Perennial rhizomatous herb. Chaparral, coastal scrub, meadows and seeps, Mojavean desert scrub, riparian scrub. Mesic sites, alkali seeps, riparian areas. Elevations: 0-3,985ft. (0-1,215m.) Blooms Sep-May.	No potential	Chaparral, coastal scrub, meadows and seeps, Mojavean desert scrub, and riparian scrub are not present on the site.
Lasthenia glabrata ssp. *coulteri* Coulter's goldfields	None/None G4T2/S2 1B.1	Annual herb. Marshes and swamps, playas, vernal pools. Usually found on alkaline soils in playas, sinks, and grasslands. Elevations: 5-4005ft. (1-1,220m.) Blooms Feb-Jun.	No potential	No vernal pools, marches, swamps, or playas are present on-site.
Navarretia prostrata prostrate vernal pool navarretia	None/None G2/S2 1B.2	Annual herb. Coastal scrub, meadows and seeps, valley and foothill grassland, vernal pools. Alkaline soils in grassland, or in vernal pools. Mesic, alkaline sites. Elevations: 10-3970ft. (3-1,210m.) Blooms Apr-Jul.	No potential	No vernal pools are present on the site.
Orcuttia californica California Orcutt grass	FE/SE G1/S1 1B.1	Annual herb. Vernal pools. Elevations: 50-2,165ft. (15-660m.) Blooms Apr-Aug.	No potential	No vernal pools are present on the site.
Pelazoneuron puberulum var. *sonorense* Sonoran maiden fern	None/None G5T4/S2 2B.2	Meadows and seeps (seeps, streams). Along streams, seepage areas. 50-610m. Blooms Jan-Sep.	No potential	No meadows or seeps, or streams on the site.
Phacelia stellaris Brand's star phacelia	None/None G1/S1 1B.1	Annual herb. Coastal dunes, coastal scrub. Open areas. Elevations: 5-1,310ft. (1-400m.) Blooms Mar-Jun.	No potential	Coastal dunes, coastal scrub not present. The site does not support suitable habitat for the species and none were present during RCA's March 2025 survey.
Pseudognaphalium leucocephalum white rabbit-tobacco	None/None G4/S2 2B.2	Perennial herb. Chaparral, cismontane woodland, coastal scrub, riparian woodland. Sandy, gravelly sites. Elevations: 0-6,890ft. (0-2,100m.) Blooms (Jul)Aug-Nov(Dec).	No potential	Chaparral, cismontane woodland, coastal scrub, and riparian woodland are not present on the site. The site does not support suitable habitat for the species and none were present during RCA's March 2025 survey.
Ribes divaricatum var. parishii Parish's gooseberry	None/None G5TX/SX 1A	Perennial deciduous shrub. Riparian woodland. Willow (*Salix* spp.) swales in riparian habitats. Elevations: 215-985ft. (65-300m.) Blooms Feb-Apr.	No potential	Riparian woodlands are not present on the site.
Sagittaria sanfordii Sanford's arrowhead	None/None G3/S3 1B.2	Perennial rhizomatous herb (emergent). Marshes and swamps. In standing or slow-moving freshwater ponds, marshes, and ditches. Elevations: 0-2,135ft. (0-650m.) Blooms May-Oct(Nov).	No potential	Marshes and swamps, freshwater ponds, marshes, and ditches are not present on the site.
Senecio aphanactis chaparral ragwort	None/None G3/S2 1B.2	Annual herb. Chaparral, cismontane woodland, coastal scrub. Drying alkaline flats. Elevations: 50-2625ft. (15-800m.) Blooms Jan-Apr(May).	No potential	Chaparral, cismontane woodland, coastal scrub, and drying alkaline flats are not present on the site.
Sidalcea neomexicana salt spring checkerbloom	None/None G4/S2 2B.2	Perennial herb. Chaparral, coastal scrub, lower montane coniferous forest, Mojavean desert scrub, playas. Alkali springs and marshes. Elevations: 50-5,020ft. (15-1,530m.) Blooms Mar-Jun.	No potential	Chaparral, coastal scrub, lower montane coniferous forest, Mojavean desert scrub, playas, alkali springs and marshes are not present on the site.
Symphyotrichum defoliatum San Bernardino aster	None/None G2/S2 1B.2	Perennial rhizomatous herb. Cismontane woodland, coastal scrub, lower montane coniferous forest, marshes and swamps, meadows and seeps, valley and foothill grassland. Vernally mesic grassland or near ditches, streams and springs; disturbed areas. Elevations: 5-6,695ft. (2-2,040m.) Blooms Jul-Nov.	No potential	Ditches, streams, springs not present. The site does not support suitable habitat for the species and none were present during RCA's March 2025 survey.
Symphyotrichum greatae Greata's aster	None/None G2/S2 1B.3	Perennial rhizomatous herb. Broad-leafed upland forest, chaparral, cismontane woodland, lower montane coniferous forest, riparian woodland. Mesic canyons. Elevations: 985-6,595ft. (300-2,010m.) Blooms Jun-Oct.	No potential	Broad-leafed upland forest, chaparral, cismontane woodland, lower montane coniferous forest, and riparian woodland are not present on the site.

Scientific Name Common Name	Status	Habitat Requirements	Potential to Occur in Project Area	Habitat Suitability/Observations
Invertebrates				
Bombus crotchii Crotch's bumble bee	None/SCE G2/S2	Coastal California east to the Sierra-Cascade crest and south into Mexico. Food plant genera include *Antirrhinum*, *Phacelia*, *Clarkia*, *Dendromecon*, *Eschscholzia*, and *Eriogonum*.	No potential	The site does not support suitable habitat for the species and none were present during RCA's March 2025 survey.
Bombus pensylvanicus American bumble bee	None/None G3G4/S2	Long-tongued; forages on a wide variety of flowers including vetches (*Vicia* spp.), clovers (*Trifolium* spp.), thistles (*Cirsium* spp.), sunflowers (*Helianthus* spp.), etc. Nests above ground under long grass or underground. Queens overwinter in rotten wood or underground.	Moderate potential	Site does support moderate suitable habitat for the species, although none were observed during RCA's March 2025 survey.
Fish				
Gila orcuttii arroyo chub	None/None G1/S2 SSC	Native to streams from Malibu Creek to San Luis Rey River basin. Introduced into streams in Santa Clara, Ventura, Santa Ynez, Mojave and San Diego river basins. Slow water stream sections with mud or sand bottoms. Feeds heavily on aquatic vegetation and associated invertebrates.	No potential	No aquatic habitat is present on the site.
Oncorhynchus mykiss irideus pop. 10 steelhead - southern California DPS	FE/SE G5T1Q/S1	Federal listing refers to populations from Santa Maria River south to southern extent of range (San Mateo Creek in San Diego County). Southern steelhead likely have greater physiological tolerances to warmer water and more variable conditions.	No potential	No aquatic habitat is present on the site.
Pantosteus santaanae Santa Ana sucker	FT/None G1/S1 SSC	Endemic to Los Angeles Basin south coastal streams. Habitat generalists, but prefer sand-rubble-boulder bottoms, cool, clear water, and algae.	No potential	No aquatic habitat is present on the site.
Rhinichthys gabrielino Santa Ana speckled dace	FPT/None G1/S1 SSC	Headwaters of the Santa Ana and San Gabriel rivers. May be extirpated from the Los Angeles River system. Requires permanent flowing streams with summer water temps of 17-20 C. Usually inhabits shallow cobble and gravel riffles.	No potential	No aquatic habitat is present on the site.
Amphibians				
Ensatina eschscholtzii klauberi large-blotched salamander	None/None G5T2?/S3 WL	Found in conifer and woodland associations. Found in leaf litter, decaying logs and shrubs in heavily forested areas.	No potential	Woodlands are not present on the site.
Rana boylii pop. 6 foothill yellow-legged frog - south coast DPS	FE/SE G3T1/S1	Southern Coast Ranges from Monterey Bay south through San Gabriel Mountains; west of the Salinas River in Monterey Co, south through Transverse Ranges, and east through San Gabriel Mountains. Historically may have ranged to Baja California. Partly shaded shallow streams and riffles with a rocky substrate in a variety of habitats. Needs at least some cobble-sized substrate for egg-laying and at least 15 weeks to attain metamorphosis.	No potential	No streams are present on the site.
Spea hammondii western spadefoot	FPT/None G2G3/S3S4 SSC	Occurs primarily in grassland habitats, but can be found in valley-foothill hardwood woodlands. Vernal pools are essential for breeding and egg-laying.	No potential	No vernal pools are present on the site.
Taricha torosa Coast Range newt	None/None G4/S4 SSC	Coastal drainages from Mendocino County to San Diego County. Lives in terrestrial habitats and will migrate over 1 km to breed in ponds, reservoirs and slow moving streams.	No potential	No ponds, reservoirs, or streams on the site.
Reptiles				
Actinemys pallida southwestern pond turtle	FPT/None G2/SNR SSC	A thoroughly aquatic turtle of ponds, marshes, rivers, streams and irrigation ditches, usually with aquatic vegetation, below 6,000 ft elevation. Needs basking sites and suitable (sandy banks or grassy open fields) upland habitat up to 0.5 km from water for egg-laying. Occurs in southern California from Monterey County south to Los Angeles, Riverside, and San Diego Counties into northern Baja California, Mexico.	No potential	No aquatic habitat is present on the site.
Anniella stebbinsi Southern California legless lizard	None/None G3/S3 SSC	Generally south of the Transverse Range, extending to northwestern Baja California. Occurs in sandy or loose loamy soils under sparse vegetation. Disjunct populations in the Tehachapi and Piute Mountains in Kern County. Variety of habitats; generally in moist, loose soil. They prefer soils with a high moisture content.	No potential	Suitable habitat is not present on the site.
Arizona elegans occidentalis California glossy snake	None/None G5T2/S2 SSC	Patchily distributed from the eastern portion of San Francisco Bay, southern San Joaquin Valley, and the Coast, Transverse, and Peninsular ranges, south to Baja California. Generalist reported from a range of scrub and grassland habitats, often with loose or sandy soils.	No potential	Suitable habitat is not present on the site.
Aspidoscelis hyperythra orange-throated whiptail	None/None G5/S2S3 WL	Inhabits low-elevation coastal scrub, chaparral, and valley-foothill hardwood habitats. Prefers washes and other sandy areas with patches of brush and rocks. Perennial plants necessary for its major food: termites.	No potential	Coastal scrub, chaparral, and hardwood habitats with washes are not present on the site.
Aspidoscelis tigris stejnegeri coastal whiptail	None/None G5T5/S3 SSC	Found in deserts and semi-arid areas with sparse vegetation and open areas. Also found in woodland and riparian areas. Ground may be firm soil, sandy, or rocky.	No potential	Site does not support suitable habitat for the species; and none were observed during RCA's March 2025 field survey.

Scientific Name Common Name	Status	Habitat Requirements	Potential to Occur in Project Area	Habitat Suitability/Observations
Crotalus ruber red-diamond rattlesnake	None/None G4/S3 SSC	Chaparral, woodland, grassland, and desert areas from coastal San Diego County to the eastern slopes of the mountains. Occurs in rocky areas and dense vegetation. Needs rodent burrows, cracks in rocks or surface cover objects.	No potential	Chaparral, woodland, and rocky areas are not present on the site.
Phrynosoma blainvillii coast horned lizard	None/None G4/S4 SSC	Frequents a wide variety of habitats, most common in lowlands along sandy washes with scattered low bushes. Open areas for sunning, bushes for cover, patches of loose soil for burial, and abundant supply of ants and other insects.	Low potential	The site supports minimal suitable habitat for the species; however, none were observed during the field survey.
Salvadora hexalepis virgultea coast patch-nosed snake	None/None G5T4/S3 SSC	Brushy or shrubby vegetation in coastal Southern California. Require small mammal burrows for refuge and overwintering sites.	No potential	No shrubs are present on the site
Thamnophis hammondii two-striped gartersnake	None/None G4/S3S4 SSC	Coastal California from vicinity of Salinas to northwest Baja California. From sea to about 7,000 ft elevation. Highly aquatic, found in or near permanent fresh water. Often along streams with rocky beds and riparian growth.	No potential	No aquatic habitat is present on the site.
Thamnophis sirtalis pop. 1 south coast gartersnake	None/None G5T1T2/S1S2 SSC	Southern California coastal plain from Ventura County to San Diego County, and from sea level to about 850 m. Marsh and upland habitats near permanent water with good strips of riparian vegetation.	No potential	No aquatic habitat is present on the site.
Birds				
Agelaius tricolor tricolored blackbird	None/ST G1G2/S2 SSC	Highly colonial species, most numerous in Central Valley and vicinity. Largely endemic to California. Requires open water, protected nesting substrate, and foraging area with insect prey within a few km of the colony.	No potential	No open water is present on the site.
Aimophila ruficeps canescens southern California rufous-crowned sparrow	None/None G5T3/S4 WL	Resident in Southern California coastal sage scrub and sparse mixed chaparral. Frequents relatively steep, often rocky hillsides with grass and forb patches.	No potential	No coastal sage scrub, chaparral, or steep hillsides are present on the site.
Ammodramus savannarum grasshopper sparrow	None/None G5/S3 SSC	Dense grasslands on rolling hills, lowland plains, in valleys and on hillsides on lower mountain slopes. Favors native grasslands with a mix of grasses, forbs and scattered shrubs. Loosely colonial when nesting.	Low potential	Grassland is present on site, although no shrubs are present. The species has not been recorded within 5-miles of site in the CNDDB.
Aquila chrysaetos golden eagle	None/None G5/S3 FP WL	Rolling foothills, mountain areas, sage-juniper flats, and desert. Cliff-walled canyons provide nesting habitat in most parts of range; also, large trees in open areas.	No potential	Rolling foothills, mountain areas, sage-juniper flats, and desert, cliff-walled canyons are not present on the site.
Asio otus long-eared owl	None/None G5/S3? SSC	Riparian bottomlands grown to tall willows and cottonwoods (*Populus* spp.); also, belts of live oak (*Quercus* spp.) paralleling stream courses. Require adjacent open land, productive of mice and the presence of old nests of crows, hawks, or magpies for breeding.	No potential	Riparian habitat is not present on the site.
Astur cooperii Cooper's hawk	None/None G5/S4 WL	Woodland, chiefly of open, interrupted or marginal type. Nest sites mainly in riparian growths of deciduous trees, as in canyon bottoms on river flood-plains; also, live oaks.	No potential	The site does not support suitable habitat for the species; and none were observed during RCA's March 2025 field survey.
Athene cunicularia burrowing owl	None/SCE G4/S2 SSC	Open, dry annual or perennial grasslands, deserts, and scrublands characterized by low-growing vegetation. Subterranean nester, dependent upon burrowing mammals, most notably, the California ground squirrel (*Otospermophilus beecheyi*).	Low potential	Grasslands are present on site; however, no shrubs are present and the site is disturbed and developed. The species has not been recorded within 5 miles of the site.
Buteo swainsoni Swainson's hawk	None/ST G5/S4	Breeds in grasslands with scattered trees, juniper-sage flats, riparian areas, savannahs, and agricultural or ranch lands with groves or lines of trees. Requires adjacent suitable foraging areas such as grasslands, or alfalfa or grain fields supporting rodent populations.	No potential	Large grasslands/fields are not present to support foraging on the site.
Campylorhynchus brunneicapillus sandiegensis coastal cactus wren	None/None G5T3Q/S2 SSC	Southern California coastal sage scrub. Wrens require tall opuntia cactus for nesting and roosting.	No potential	Opuntia cactus is not present on the project site.
Coccyzus americanus occidentalis western yellow-billed cuckoo	FT/SE G5T2T3/S1	Riparian forest nester, along the broad, lower flood-bottoms of larger river systems. Nests in riparian jungles of willow, often mixed with cottonwoods, with lower story of blackberry (*Rubus* spp.), nettles (*Urtica* spp.), or wild grape (*Vitis* spp.).	No potential	No riparian habitat is present on the site and no individuals were present during RCA's March 2025 survey.
Coturnicops noveboracensis yellow rail	None/None G4/S2 SSC	Summer resident in eastern Sierra Nevada in Mono County. Freshwater marshlands.	No potential	Marshlands are not present on the site.

Scientific Name Common Name	Status	Habitat Requirements	Potential to Occur in Project Area	Habitat Suitability/Observations
Cypseloides niger black swift	None/None G4/S3 SSC	Coastal belt of Santa Cruz and Monterey counties; central and southern Sierra Nevada; San Bernardino and San Jacinto mountains. Breeds in small colonies on cliffs behind or adjacent to waterfalls in deep canyons and sea-bluffs above the surf; forages widely.	No potential	Cliffs, waterfalls, deep canyons, and sea-bluffs are not present on the site.
Elanus leucurus white-tailed kite	None/None G5/S3S4 FP	Rolling foothills and valley margins with scattered oaks and river bottomlands or marshes next to deciduous woodland. Open grasslands, meadows, or marshes for foraging close to isolated, dense-topped trees for nesting and perching.	No potential	Deciduous woodlands, dense trees, open habitat not present.
Empidonax traillii extimus southwestern willow flycatcher	FE/SE G5T2/S3	Riparian woodlands in Southern California.	No potential	Riparian woodlands are not present on the site.
Eremophila alpestris actia California horned lark	None/None G5T4Q/S4 WL	Coastal regions, chiefly from Sonoma County to San Diego County. Also main part of San Joaquin Valley and east to foothills. Short-grass prairie, "bald" hills, mountain meadows, open coastal plains, fallow grain fields, alkali flats.	Low potential	Marginally suitable open habitat is present on the site, but prairie, bald hills, mountain meadows, open coastal plains, fallow grain fields, and alkali flats are absent.
Falco columbarius merlin	None/None G5/S3S4 WL	Seacoast, tidal estuaries, open woodlands, savannahs, edges of grasslands and deserts, farms and ranches. Clumps of trees or windbreaks are required for roosting in open country.	No potential	Suitable habitat is not present on the site.
Icteria virens yellow-breasted chat	None/None G5/S4 SSC	Summer resident; inhabits riparian thickets of willow and other brushy tangles near watercourses. Nests in low, dense riparian, consisting of willow, blackberry, wild grape; forages and nests within 10 ft of ground.	No potential	Riparian woodlands are not present on the site and the species was not present during RCA's March 2025 survey.
Laterallus jamaicensis coturniculus California black rail	None/ST G3T1/S2 FP	Inhabits freshwater marshes, wet meadows and shallow margins of saltwater marshes bordering larger bays. Needs water depths of about 1 inch that do not fluctuate during the year and dense vegetation for nesting habitat.	No potential	Marshes, wetlands are not present on the site.
Polioptila californica californica coastal California gnatcatcher	FT/None G4G5T3Q/S2 SSC	Obligate, permanent resident of coastal sage scrub below 2,500 ft in Southern California. Low, coastal sage scrub in arid washes, on mesas and slopes.	No potential	Coastal sage scrub is not present on the site, and gnatcatchers were not observed during RCA's March 2025 field survey.
Riparia riparia bank swallow	None/ST G5/S3	Colonial nester; nests primarily in riparian and other lowland habitats west of the desert. Requires vertical banks/cliffs with fine-textured/sandy soils near streams, rivers, lakes, and ocean to dig nesting hole.	No potential	Riparian habitat, vertical banks/cliffs are not present on the site; and the species was not observed during RCA's March 2025 field survey.
Setophaga petechia yellow warbler	None/None G5/S3 SSC	Riparian plant associations in close proximity to water. Also nests in montane shrubbery in open conifer forests in Cascades and Sierra Nevada. Frequently found nesting and foraging in willow shrubs and thickets, and in other riparian plants including cottonwoods, sycamores, ash, and alders.	No potential	Riparian habitat is not present on the site.
Vireo bellii pusillus least Bell's vireo	FE/SE G5T2/S3	Summer resident of Southern California in low riparian in vicinity of water or in dry river bottoms; below 2,000 ft. Nests placed along margins of bushes or on twigs projecting into pathways, usually willow, Baccharis, mesquite.	No potential	Riparian habitat is not present on the site, and no vireos were observed during the field survey.
Mammals				
Antrozous pallidus pallid bat	None/None G4/S3 SSC	Found in a variety of habitats including deserts, grasslands, shrublands, woodlands, and forests. Most common in open, dry habitats with rocky areas for roosting. Roosts in crevices of rock outcrops, caves, mine tunnels, buildings, bridges, and hollows of live and dead trees which must protect bats from high temperatures. Very sensitive to disturbance of roosting sites.	Low potential	Palm trees which could support roosting are present on the site. However, this species was not present during RCA's March 2025 survey.
Corynorhinus townsendii Townsend's big-eared bat	None/None G4/S2 SSC	Occurs throughout California in a wide variety of habitats. Most common in mesic sites, typically coniferous or deciduous forests. Roosts in the open, hanging from walls; ceilings in caves, lava tubes, bridges, and buildings. This species is extremely sensitive to human disturbance.	No potential	Forests are not present on the site.
Eumops perotis californicus western mastiff bat	None/None G4G5T4/S3S4 SSC	Occurs in open, semi-arid to arid habitats, including coniferous and deciduous woodlands, coastal scrub, grasslands, and chaparral. Roosts in crevices in cliff faces and caves, and buildings. Roosts typically occur high above ground.	No potential	Woodlands, coastal scrub, and chaparral are not present on the site. The site is not located in open habitat and is surrounded by development.
Lasiurus cinereus hoary bat	None/None G3G4/S4	Typically roosts in trees in deciduous and coniferous forests and woodlands but occasionally roosts in rocks crevices. Forages in open areas, typically along riparian corridors or over water. Diet primarily consists of moths.	No potential	Forests, woodlands, rock crevices, and riparian corridors are not present on the site. No bats were present during RCA's March 2025 survey.
Lasiurus frantzii western red bat	None/None G4/S3 SSC	Roosts primarily in trees, 2-40 ft above ground, from sea level up through mixed conifer forests. Prefers habitat edges and mosaics with trees that are protected from above and open below with open areas for foraging.	Low potential	Palm trees which could support roosting are present. However, the site is surrounded by existing development which likely precludes presence.

Scientific Name Common Name	Status	Habitat Requirements	Potential to Occur in Project Area	Habitat Suitability/Observations
Lasiurus xanthinus western yellow bat	None/None G4G5/S3 SSC	Occurs in arid regions of the southwestern United States. Typically found in riparian woodlands, oak or pinyon-juniper woodland, desert wash, palm oasis habitats, and urban or suburban areas. Roosts in trees, often between palm fronds.	Low potential	Palm trees which could support roosting are present on the site. One CNDDB occurrence of this species within five miles of site (1987). However, riparian woodlands, desert washes, and palm oasis habitats are not present on the site. Site disturbance and surrounding development likely preclude presence on the site.
Lepus californicus bennettii San Diego black-tailed jackrabbit	None/None G5T3T4/S3S4	Occurs in Los Angeles, San Bernardino, Riverside, and San Diego Counties of southern California. Typically found in open shrub habitats. Will also occur in woodland habitats with open understory adjacent to shrublands.	No potential	Site not open enough to support this species, which was not present during the survey.
Myotis yumanensis Yuma myotis	None/None G5/S4	Occurs in a variety of lowland and upland habitats including desert scrub, riparian, and woodlands and forests. Distribution is closely tied to bodies of water. Roosts in a variety of areas including caves, cliffs, mines, crevices in live trees, and buildings and other man-made structures.	Low potential	Desert scrub or riparian woodlands and forests are not present on the site. The channelized Walnut Creek is located near the site to the northwest, however an existing nursery is present between the site and Walnut Creek. Caves, cliffs, and mines are not present on the site. Site disturbance and surrounding development likely preclude presence on the site.
Nyctinomops femorosaccus pocketed free-tailed bat	None/None G5/S3 SSC	Variety of arid areas in Southern California; pine-juniper woodlands, desert scrub, palm oasis, desert wash, desert riparian, etc. Rocky areas with high cliffs.	Low potential	Palm trees are present on the site, but no other known habitat characteristics are present on the site.
Nyctinomops macrotis big free-tailed bat	None/None G5/S3 SSC	Low-lying arid areas in Southern California. Need high cliffs or rocky outcrops for roosting sites. Feeds principally on large moths.	No potential	No cliffs are present on site.
Ovis canadensis nelsoni desert bighorn sheep	None/None G4T3/S3 FP	Widely distributed from the White Mtns in Mono Co. to the Chocolate Mtns in Imperial Co. Open, rocky, steep areas with available water and herbaceous forage.	No potential	Rocky, steep areas are not present.
Taxidea taxus American badger	None/None G5/S3 SSC	Most abundant in drier open stages of most shrub, forest, and herbaceous habitats, with friable soils. Needs sufficient food, friable soils and open, uncultivated ground. Preys on burrowing rodents. Digs burrows.	No potential	Site not open enough to support this species, and none were observed during RCA's March 2025 field survey.

Regional Vicinity refers to within a 9-quad search radius of site.

Status (Federal/State)

FE = Federal Endangered
FT = Federal Threatened
FPE = Federal Proposed Endangered
FPT = Federal Proposed Threatened
FD = Federal Delisted
FC = Federal Candidate
SE = State Endangered
ST = State Threatened
SCE = State Candidate Endangered
SCT = State Candidate Threatened
SR = State Rare
SD = State Delisted
SSC = CDFW Species of Special Concern
FP = CDFW Fully Protected
WL = CDFW Watch List

CRPR (CNPS California Rare Plant Rank)

1A = Presumed extirpated in California, and rare or extinct elsewhere
1B = Rare, Threatened, or Endangered in California and elsewhere
2A = Presumed extirpated in California, but common elsewhere
2B= Rare, Threatened, or Endangered in California, but more common elsewhere

CRPR Threat Code Extension

.1 = Seriously endangered in California (>80% of occurrences threatened/high degree and immediacy of threat)
.2 = Moderately threatened in California (20-80% of occurrences threatened/moderate degree and immediacy of threat)
.3 = Not very endangered in California (<20% of occurrences threatened/low degree and immediacy of threat)

Scientific Name Common Name	Status	Habitat Requirements	Potential to Occur in Project Area	Habitat Suitability/Observations

Other Statuses

G1 or S1	Critically Imperiled Globally or Subnationally (state)
G2 or S2	Imperiled Globally or Subnationally (state)
G3 or S3	Vulnerable to extirpation or extinction Globally or Subnationally (state)
G4/5 or S4/5	Apparently secure, common and abundant
GH or SH	Possibly Extirpated – missing; known from only historical occurrences but still some hope of rediscovery

Additional notations may be provided as follows

T – Intraspecific Taxon (subspecies, varieties, and other designations below the level of species)

Q – Questionable taxonomy that may reduce conservation priority

? – Inexact numeric rank

Other Notes

*Bloom dates shown in parentheses indicate the potential for earlier or later blooming periods depending on annual environmental conditions (e.g., temperature, precipitation, and site-specific microclimate). Actual bloom timing may begin earlier than or extend beyond the primary month(s) listed.

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Mitigation Measure

BIO-1 Nesting Bird Avoidance

Prior to ground disturbance or vegetation removal activities, the following measures shall be implemented:

- To avoid disturbance of nesting birds, including raptorial species protected by the CFGC and MBTA, construction activities related to the project, including, but not limited to, vegetation removal, ground disturbance, and demolition shall occur outside of the bird breeding season (February 1 through August 31). If construction must begin during the breeding season, then a pre-construction nesting bird survey shall be conducted no more than seven days prior to initiation of construction activities. The nesting bird pre-construction survey shall be conducted on foot in the project site, including a 100-foot buffer, and in inaccessible areas (e.g., private lands) the use of binoculars should be used to inspect trees and other suitable nesting areas. The survey shall be conducted by a qualified biologist familiar with the identification of avian species known to occur in Southern California. If vegetation removal, ground disturbance, or demolition activities are not completed and are paused for a duration of seven days or greater during the breeding season, then a supplemental pre-construction survey shall be conducted.
- If nests are found, an avoidance buffer shall be determined and demarcated by a qualified biologist with bright orange construction fencing, flagging, construction lathe, or other means to mark the boundary. All construction personnel shall be notified as to the existence of the buffer zone and to avoid entering the buffer zone until the young have fledged or the nest is otherwise no longer active, as determined by the qualified biologist. No parking, storage of materials, or construction activities shall occur within this buffer until the biologist has confirmed that breeding/nesting is completed, and the young have fledged the nest. Encroachment into the buffer shall occur only at the discretion of the qualified biologist.
- A survey report by the qualified biologist documenting and verifying compliance with the mitigation and with applicable State and federal regulations protecting nesting birds shall be submitted to the City. The qualified biologist shall serve as a construction monitor during those periods when construction activities would occur near areas documented to have active nests to ensure that no inadvertent impacts on these nests would occur.

Significance After Mitigation

Implementation of Mitigation Measure BIO-1 would ensure compliance with the CFGC Section 3503 and the MBTA with respect to nesting birds by reducing the impact through pre-construction nesting bird surveys and avoidance of active nests. Therefore, impacts would be less than significant with mitigation incorporated.

LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED

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

Plant communities are considered sensitive biological resources if they have limited distributions, have high wildlife value, including sensitive species, or are particularly susceptible to disturbance. CDFW ranks sensitive communities as “threatened” or “very threatened.” The project site is partially developed and is not located within a naturally vegetated or open space area. The project site is

dominated by ruderal vegetation composed primarily of non-native species. The existing shrubs, trees, and grasses do not constitute a sensitive natural community. In addition, no riparian habitats are located within or adjacent to the project site (RCA 2025). Therefore, the proposed project would not have a substantial adverse effect on riparian habitat or other sensitive natural communities since none exist on the site or in adjacent areas. No impact would occur.

NO IMPACT

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

No potentially jurisdictional waters or wetlands are present on the project site (RCA Associates Inc., 2025). Walnut Creek, a concrete-lined channel, is located approximately 90 feet to the north of the project site. Based on Rincon's supplemental review of aerial imagery, National Wetlands Inventory maps, and the USGS National Hydrology Dataset, there is no connection of this waterway to the project site. Furthermore, there are no state or federally protected wetlands or other waters that may be considered jurisdictional by the CDFW, United States Army Corps of Engineers (USACE), or Regional Water Quality Control Board (RWQCB) on the project site. Therefore, the proposed project would not directly or indirectly have a substantial adverse effect on State or federally protected wetlands or other jurisdictional waters. No impact would occur.

NO IMPACT

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

Wildlife corridors are generally defined as connections between habitat areas that allow for physical and genetic exchange between otherwise isolated animal populations. Such linkages may serve a local purpose, such as between foraging and denning areas, or they may be regional in nature, allowing movement across the landscape. Some habitat linkages may serve as migration corridors, wherein animals periodically move away from an area and then return. Examples of barriers or impediments to movement include housing and other urban development, roads, fencing, or open areas with little vegetative cover.

Based on Rincon's supplemental evaluation, the project site is highly disturbed and located in an urban area of the city surrounded by roads and highways, commercial development, and residential neighborhoods. The nearest open space to the project site is the Santa Fe Dam Recreation Area located approximately three miles northeast of the site. However, the project site is separated from the Santa Fe Dam Recreation Area and other local open space areas, by existing development, highways, and roadways. The project site does not contain any natural communities or habitat that would be expected to support native wildlife nurseries or the movement of species. No distinct wildlife corridors were identified on the site or in the immediate area (RCA Associates, Inc. 2025). Therefore, the proposed project would not result in impacts to the movement of native or migratory species or the use of native wildlife nursery sites. No impact would occur.

NO IMPACT

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

Subchapter 153.165 of the BPMC regulates the preservation, protection, and removal of trees on public and private property in the city by requiring a permit to substantially prune or remove trees (Arborgate Consulting, Inc. 2024). The ordinance also requires that public trees shall be sufficiently guarded or protected from injury during any type of construction in the city such as repairing, altering, or removing any buildings or structures. The City's Tree Officer shall determine the protections for the trees such as wood fencing or staking. The ordinance does not protect specific tree species, such as native trees.

The Tree and Palm Evaluation prepared for the proposed project documents a total of 21 existing trees within the project site including one carrot wood tree (*Cupaniopsis anacardioides)*, ten Brazilian pepper trees (*Schinus* terebinthifolius), seven Mexican fan palms (*Washingtonia robusta)*, two white mulberry (*Morus alba*) trees, and one Shamel ash (*Fraxinus uhdei)* tree (Appendix D). All of these trees are non-native and are recommended for removal (Arborgate Consulting, Inc. 2024). Removal of the trees on the site would require obtainment of a removal permit from the City. Without such permit, impacts to these trees would be a violation (i.e., conflict) of the City's tree ordinance, which would be considered a significant impact under CEQA.

Mitigation Measure

BIO-2 Obtain Tree Removal Permit

In accordance with Subchapter 153.165 of the BPMC, a pruning or removal permit must be obtained from the City prior to pruning or removal of trees. The Project Applicant shall obtain a tree removal permit prior to demolition activities to comply with this requirement. There are no other local policies related to trees or biological resources that are relevant to the proposed project; therefore, upon approval of the permit, impacts would be less than significant.

LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED

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

The project site is not located within or near an area subject to an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or any other approved habitat conservation plan at the local, regional, or State levels (CDFW 2023). Therefore, no impact would occur.

NO IMPACT

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5 Cultural Resources

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less-than - Significant Impact	No Impact
Would the project:				
a. Cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5?	☐	☐	☐	■
b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	☐	■	☐	☐
c. Disturb any human remains, including those interred outside of formal cemeteries?	☐	☐	■	☐

The analysis presented in this section is based on information provided in a Cultural Resources Assessment prepared by Rincon Consultants in August 2025 (Appendix E).

a. Would the project cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5?

The project site is vacant and as currently proposed, the project would not involve the demolition of any buildings or structures that are over 45 years of age and may qualify as historical resources. Therefore, the proposed project would not result in a substantial adverse change to historical resources as defined in *CEQA Guidelines* Section 15064.5(b). No impact to historical resources would occur.

NO IMPACT

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

No prehistoric or historic-period archaeological resources were identified within the project site as a result of the California Historical Resources Information System (CHRIS) records search, or pedestrian survey (Appendix E). The geoarchaeological review concluded that the project site is considered to have a moderate potential for subsurface archaeological resources to be encountered during project-related ground disturbance. In the event that unanticipated or previously unknown archaeological resources are encountered during project implementation, impacts to these resources could be significant under CEQA. Therefore, Mitigation Measures CUL-1 through CUL-3 would be implemented to reduce potential impacts related to archaeological resources to a less-than-significant level.

Mitigation Measures

CUL-1 Workers Environmental Awareness Program Training

All construction personnel and monitors who are not trained archaeologists shall be briefed regarding unanticipated discoveries prior to the start of construction activities. A basic presentation shall be prepared and presented by a Qualified Archaeologist or other designated archaeologist working under the direction of the Qualified Archaeologist to inform all personnel working on the project about the archaeological sensitivity of the area. The purpose of the Workers Environmental Awareness Program (WEAP) training is to provide specific details on the kinds of archaeological materials that may be identified during construction of the project and explain the importance of and legal basis for the protection of significant archaeological resources. Each worker shall also learn the proper procedures to follow in the event that archaeological resources or human remains are uncovered during ground-disturbing activities. These procedures include work curtailment or redirection and the immediate notification of the on-call archaeologist and if appropriate, Native American representative. The necessity of training attendance shall be stated on all construction plans, and the City should maintain records demonstrating construction worker WEAP participation.

CUL-2 Retention of a Qualified Archaeologist and Archaeological Monitoring

Prior to the start of ground-disturbing activities, the applicant and/or subsequent responsible parties shall retain an archaeologist meeting the Secretary of the Interior's Professional Qualifications Standards (Qualified Archaeologist) to respond to and address any inadvertent discoveries identified for the duration of construction activities and to oversee the implementation of all cultural resources mitigation measures. The Qualified Archaeologist shall possess experience and familiarity with historic-period and prehistoric archaeological resources in the region.

The Qualified Archaeologist or other designated archaeologist working under the direction of the Qualified Archaeologist shall conduct full-time monitoring within native sediments to the Project's proposed maximum depths of disturbance. In general, archaeological monitoring shall be limited to initial ground disturbance which is defined as construction-related earthmoving of sediments from their native place of deposition and does not include any secondary movement of sediment that might be required for the project. The Qualified Archaeologist may adjust monitoring efforts as needed (increase, decrease, or discontinue monitoring frequency) based on the observed potential for construction activities to encounter archaeological deposits. The archaeological monitor shall maintain daily monitoring logs. Following the completion of construction, the Qualified Archaeologist shall prepare an archaeological monitoring report for submittal to the lead agency and the South Central Coastal Information Center (SCCIC) with the results of the archaeological monitoring program.

CUL-3 Inadvertent Discovery of Archaeological Resources

In the event that archaeological resources are inadvertently encountered during ground-disturbing activities that have not been previously identified, work in a 50-foot radius of the find shall be halted and redirected, and the Qualified Archaeologist shall be contacted immediately. The Qualified Archaeologist or other designated archaeologist working under the direction of the Qualified Archaeologist shall provide recommendations regarding the resource's potential significance and potential treatment in in coordination with the City. If the resource is determined by the Qualified Archaeologist to be indigenous in origin, then a Native American representative shall also be contacted to participate in the evaluation of the resource. If the Qualified Archaeologist and/or Native American representative determines it to be appropriate, archaeological testing for California Register of Historical Resources eligibility shall be completed. If the resource proves to be

eligible for the California Register of Historical Resources and significant impacts to the resource cannot be avoided via project redesign, the Qualified Archaeologist shall prepare a data recovery plan tailored to the physical nature and characteristics of the resource, pursuant to the requirements of the California Code of Regulations (CCR) Guidelines Section 15126.4(b)(3)(C). The data recovery plan shall identify data recovery excavation methods, measurable objectives, and data thresholds to reduce any significant impacts related to the resource. Pursuant to the data recovery plan, the Qualified Archaeologist and Native American representative, as appropriate, shall recover and document the scientifically consequential information that justifies the resource's significance. The City's project manager or their designee shall review and approve the treatment plan and archaeological testing as appropriate, and the resulting documentation should be submitted to the regional repository of the California Historical Resources Information System, pursuant to CCR Guidelines Section 15126.4(b)(3)(C).

Significance After Mitigation

Implementation of Mitigation Measures CUL-1 through CUL-3 would require presentation of a WEAP training, retention of a qualified archaeologist, and archaeological monitoring, and details the treatment procedures for the inadvertent discovery of archaeological resources. Therefore, impacts to archaeological resources would be less than significant with mitigation incorporated.

LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED

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

No prehistoric or historic-period burials within or outside formal cemeteries were identified within the project site as a result of the CHRIS records search, Sacred Lands File (SLF) search, or pedestrian survey (Appendix E). In the event that human remains are inadvertently encountered during ground-disturbing activities, they would be treated consistent with state and local regulations including California Health and Safety Code Section 7050.5, PRC Section 5097.98, and CCR Guidelines Section 15064.5(e). In accordance with these regulations, if human remains are found, the County Coroner must be immediately notified of the discovery. No further disturbance should occur until the County Coroner has made a determination of origin and disposition pursuant to PRC Section 5097.98. If the County Coroner determines the remains are, or believed to be Native American origin, he or she is required to notify the Native American Heritage Commission (NAHC), which should then notify those persons believed to be the most likely descendant (MLD). The MLD has 48 hours from being granted site access to make recommendations for the disposition of the remains. If the MLD does not make recommendations within 48 hours, the landowner shall reinter the remains in an area of the property secure from subsequent disturbance. Adherence to existing regulations would reduce potential impacts to human remains to a less than significant level.

LESS-THAN-SIGNIFICANT IMPACT

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6 Energy

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less-than - Significant Impact	No Impact
Would the project:				
a. Result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	☐	☐	■	☐
b. Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	☐	☐	■	☐

Energy Overview

The proposed project would consume energy during the construction and operation of 104 residential units. In addition, the proposed project would consume gasoline and diesel fuels by on-road construction equipment during construction, including haul and vendors trucks and operational vehicle mobile emissions to and from the project site. Southern California Edison (SCE) and Southern California Gas Company (SoCalGas) would provide electricity and natural gas to the project site.

Most of California's electricity is generated in-state with approximately 23 percent imported from the northwestern and southwestern states in 2023. However, California relies on out-of-state natural gas imports for nearly 90 percent of its supply (CEC 2023a). In addition, approximately 58 percent of California's electricity supply in 2023 came from renewable energy sources, such as wind, solar photovoltaic, geothermal, and biomass (CEC 2025). In 2018, Senate Bill 100 accelerated the State's Renewable Portfolio Standards Program, codified in the Public Utilities Act, by requiring electricity providers to increase procurement from eligible renewable energy and zero-carbon resources to 31 percent of total retail sales by 2021, 60 percent by 2030, and 100 percent by 2045. Table 15 summarizes the electricity and natural gas consumption for Los Angeles County, in which the project site is located, and for SCE and SoCalGas, as compared to statewide consumption.

Table 15 2022 Electricity and Natural Gas Consumption

Energy Type	Los Angeles County	SCE/SoCalGas	California	Proportion of SCE/SoCal Gas Consumption	Proportion of Statewide Consumption[1]
Electricity (GWh)	68,485	85,870[2]	287,826	79.8%	23.8%
Natural Gas (millions of therms)	2,820	5,026[3]	11,711	56.1%	24.1%

GWh = gigawatt-hours

[1] For reference, the population of Los Angeles County (9,761,210 persons) is approximately 25.1 percent of the population of California (38,940,231 persons) (DOF 2025).

[2] Provider is SCE.

[3] Provider is SoCalGas.

Source: CEC 2022a, 2022b, 2022c, 2022d

Petroleum fuels are primarily consumed by on-road and off-road equipment in addition to some industrial processes, with California being one of the top petroleum-producing states in the nation (CEC 2022c). Gasoline, which is used by light-duty cars, pickup trucks, and sport utility vehicles, is the most used transportation fuel in California with approximately 13.4 billion gallons sold in 2024 (CEC 2024). Diesel, which is used primarily by heavy duty-trucks, delivery vehicles, buses, trains, ships, boats and barges, farm equipment, and heavy-duty construction and military vehicles, is the second most used fuel in California representing 17 percent of total fuel sales (CEC 2023b). Table 16 summarizes the petroleum fuel consumption for Los Angeles County, as compared to statewide consumption.

Table 16 2023 Annual Gasoline and Diesel Consumption

Fuel Type	Los Angeles County (million gallons)	California (million gallons)	Proportion of Statewide Consumption[1]
Gasoline	2,694	11,685	23.1%
Diesel	256	2,016	12.7%

[1] For reference, the population of Los Angeles County (9,761,210 persons) is approximately 25.1 percent of the population of California (38,940,231 persons) (DOF 2025).

Source: CEC 2023c

Methodology

Energy consumption associated with project construction and operation was estimated based on the CalEEMod outputs (Appendix A). The project assumptions for CalEEMod are described under Section 3, *Air Quality.* The project's energy consumption during construction activities was estimated based on the applicant-provided construction schedule. The applicant provided the construction schedule and construction equipment, and default CalEEMod worker trips and vendor trips were used for the model. See Appendix F for construction equipment and energy consumption calculations.

Operational energy consumption was based on the project's anticipated average daily vehicle trips, and the project's residential consumption of electricity and natural gas. Vehicle miles traveled (VMT) per trip were based on CalEEMod default trip rates and length, results of which can be found in the CalEEMod outputs. Operational energy consumption is estimated by multiplying the annual VMT by the default CalEEMod fleet mix and the average fuel economy. See Appendix F for the operational energy consumption calculations of the project.

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

The proposed project would use nonrenewable and renewable resources for the construction and operation of the project. The anticipated use of these resources is detailed in the following subsections. As supported by the discussion below, the proposed project would not result in the wasteful, inefficient, or unnecessary consumption of energy resources that would result in a significant environmental impact.

Construction Energy Demand

Construction activities would consist of site preparation and grading, including hauling material off-site; pavement and asphalt installation; building construction; architectural coating; and landscaping and hardscaping. During project construction, energy would be primarily consumed in the form of petroleum-based fuels used to power off-road construction vehicles and equipment on the project site, construction worker travel to and from the project site, and vehicles used to deliver materials to the site. The consumption of electricity and natural gas to power the project's off-road construction vehicles and equipment would be negligible based on standard construction vehicle fleet mix fuel consumption. As shown in Table 17, project construction would require approximately 15,152 gallons of gasoline and approximately 32,599 gallons of diesel fuel. These construction energy estimates are conservative because they assume that the construction equipment used in each phase of construction is operating every day of construction.

Table 17 Estimated Energy Consumption during Construction (gallons)

Source	Gasoline	Diesel
Construction Equipment & Hauling Trips	–	32,599
Construction Worker Vehicle Trips	15,152	–

See Appendix F for energy calculation sheets.

Energy use during construction would be temporary. Construction equipment used would be typical of similar-sized construction projects in the region. In addition, construction contractors would be required to comply with the provisions of California Code of Regulations (CCR) Title 13 Sections 2449 and 2485, which prohibit diesel-fueled commercial motor vehicles and off-road diesel vehicles from idling for more than five minutes and would minimize unnecessary fuel consumption. Construction equipment would be subject to the USEPA Construction Equipment Fuel Efficiency Standard, which would minimize inefficient, wasteful, or unnecessary fuel consumption. Furthermore, per applicable regulatory requirements such as California's Green Building Standards Code (CALGreen; CCR, Title 24, Part 11), the project would comply with construction waste management practices to divert a minimum of 65 percent of construction and demolition debris. These practices would result in efficient use of energy necessary to construct the project. In the interest of cost-efficiency, construction contractors also would not utilize fuel in a manner that is wasteful or unnecessary. Therefore, the project would not involve the inefficient, wasteful, and unnecessary use of energy during construction, and the construction-phase impact related to energy consumption would be less than significant.

Operational Energy Demand

Project operation would increase area energy demand as a result of increased electricity, natural gas, and petroleum consumption when compared to the existing condition of the project site. Natural gas for the project would be provided by SoCalGas and electric service for the project would be provided by SCE. Operation of the proposed residential units would increase area energy demand from greater electricity, natural gas, and petroleum consumption compared to current conditions on the partially developed site. Natural gas and electricity would be used for heating and cooling systems, lighting, appliances, water use, and the overall operation of the project buildings. Gasoline and diesel fuel consumption would be used for residential motor vehicle travel to and from the project site. Table 18 summarizes the estimated operational energy consumption for the project. As shown therein, project operation would require approximately 108,137 gallons of gasoline and 19,368 gallons of diesel for transportation fuels. The project would require 0.48 GWh of electricity per year and 26,880 U.S. therms of natural gas per year. The project would be required to comply with the most recent iteration of Title 24 and incorporate the most updated rooftop solar requirements at the time of construction, which would reduce electricity consumption drawn from the grid. Residential vehicle trips would represent the greatest operational use of energy associated with the project.

Table 18 Estimated Project Annual Operational Energy Consumption

Source	Energy Consumption[1]	MMBtu Conversion
Transportation Fuels[2]		
Gasoline	108,137 gallons	11,872 MMBtu
Diesel	19,368 gallons	2,468 MMBtu
Electricity	0.47 GWh	1,630 MMBtu
Natural Gas Usage	26,880 U.S. therms[3]	2,499 MMBtu
Total Energy Consumption		**18,469 MMBtu**

MMBtu = million metric British thermal units; GWh = gigawatt hours

[1] Energy consumption is converted to MMBtu for each source.

[2] The estimated number of average daily trips associated with the project is used to determine the energy consumption associated with fuel use from operation of the project. According to CalEEMod calculations (see Appendix A), the project would result in approximately 586 daily trips. These daily trips were combined with the trip length to determine Vehicle Miles Travelled (VMT).

[3] CalEEMod presents natural gas consumption in kBTU. See Appendix F for energy consumption calculations and conversion factors used.

Source: Appendix F

The project would be required to comply with the standards established in the CCR Title 24, which would minimize the wasteful, inefficient, or unnecessary consumption of energy resources during operation. CALGreen (CCR, Title 24, Part 11) requires implementation of energy efficient light fixtures and building materials into the design of new construction projects. Furthermore, the Building Energy Efficiency Standards (Title 24, Part 6) requires newly constructed buildings to meet energy performance standards set by the CEC. These standards are specifically crafted for new buildings to result in energy efficient performance so that the buildings do not result in wasteful, inefficient, or unnecessary consumption of energy.

Additionally, the project is located in an area well-served by transit and within walking and biking distance of several commercial destinations, which would reduce future residents' VMT and associated fossil fuel usage. The project is adjacent to several Baldwin Park bus stations, which

operate transit buses for the City's Pumpkin, Teal, and Express Line Routes , all of which are accessible from bus stops near the project site. In addition, the project is walking distance to several retail locations, for example, the nearest restaurant, Orchid Thai, being less than 0.5 mile east of the site. To enable multimodal transportation to and from the site, nearby retail locations can be accessed via walking paths that connect to existing sidewalks along Le Borgne Avenue and Millbury Avenue.

The project would be required to comply with the most recent iteration of Title 24 and incorporate the most updated rooftop solar requirements at the time of construction. Additionally, the project would encourage multimodal transportation by providing bicycle parking and bicycle and walking paths. The project site's walkability and close proximity to transit, retail, and other commercial land uses encourages the use of transportation alternatives. As such, the project would not lead to wasteful, inefficient, or unnecessary consumption of energy resources. Impacts would be less than significant.

LESS-THAN-SIGNIFICANT IMPACT

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

New development on the project site would result in increased energy consumption through electricity to power facilities, natural gas for heating and cooking, and petroleum use from motor vehicles used by residents. The City has not adopted any local plans for renewable energy or energy conservation; however, the City's Health & Sustainability Element of the General Plan (City of Baldwin Park 2015) include the following policies related to sustainability and energy efficiency:

Goal HS-3. Create an attractive, safe, efficient network of pedestrian, bicycling, and transit routes.

Policy 3.01: Build a network of complete streets that provides space for living, walking, and biking—not just for driving.

Action HS-3.10: Require installation of bicycle parking at new commercial and multifamily residential buildings.

Action HS-3.19: Improve access and connections to public transit by linking the transit centers to bicycle and pedestrian networks.

Goal HS-4. Increase the efficiency and sustainability of public and private infrastructure in Baldwin Park.

Policy 4.02: Incorporate Low Impact Development (LID) techniques in the design and upgrade of public infrastructure.

Policy 4.03: Increase the amount of public and private open space via parklets in parkways and parking lots.

Action HS-4.9: Require all new developments to utilize LID strategies, including rain gardens, bioswales, stormwater filters and screens for storm drains, in-ground infiltration using dry wells and infiltration trenches, and water recycling facilities, with the goal of retaining and treating all stormwater on site.

Goal HS-7. Reduce greenhouse gas emissions citywide by reducing energy use and reliance on fossil fuels.

Policy 7.02: Support the use of energy-efficient design and renewable energy technologies in public and private development projects.

Policy 7.03: Promote energy-efficient retrofit improvements in existing buildings.

Action HS-7.1: Implement an Energy Efficient City Plan that evaluates and prioritizes best practices for increasing the energy efficiency of City operations.

Action HS-7.2: Perform energy audits of existing City operations and maintenance practices on a regular basis to identify and implement energy savings measures.

Action HS-7.3: Continue to replace City operating systems as needed with energy efficient alternatives.

Action HS-7.4: Continue to explore opportunities to generate energy on City properties, including installation of solar panels.

Action HS-7.5: Investigate the costs and advantages of installing dual-paned windows in municipal facilities, and act upon the findings.

Action HS-7.6: Adopt the Energy Action Plan prepared in conjunction with the San Gabriel Valley Council of Governments. Implement identified actions and strive to meet performance targets identified in the Energy Action Plan.

Action HS-7.7: Promote and advertise State and local programs that provide low interest loans or rebates to property owners for the installation of energy efficiency improvements or renewable energy devices.

In accordance with Action HS-3.10 described above, the project would include 104 bike storage spaces (one per dwelling unit) and approximately 12 public bike parking racks. The project would also be subject to State requirements for energy efficiency, including the mandatory measures for residential development contained in the 2022 CALGreen and Title 24 Building Energy Efficiency Standards. The project would be required to comply with the most recent iteration of Title 24 and incorporate the most updated rooftop solar requirements at the time of construction. In accordance with the CALGreen standards, residential units would include water-efficient appliances and fixture, drought tolerant landscaping, and water efficient irrigation systems, effectively reducing the project's water use and associated required energy. These sustainability features align with the energy efficiency goals established in the Health and Sustainability Element of the City's General Plan. Therefore, the project would not conflict with or obstruct a State or local plan for renewable energy or energy efficiency, and impacts would be less than significant.

LESS-THAN-SIGNIFICANT IMPACT

7 Geology and Soils

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less-than - Significant Impact	No Impact
Would the project:				
a. Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:				
1. 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?	☐	☐	■	☐
2. Strong seismic ground shaking?	☐	☐	■	☐
3. Seismic-related ground failure, including liquefaction?	☐	☐	■	☐
4. Landslides?	☐	☐	■	☐
b. Result in substantial soil erosion or the loss of topsoil?	☐	☐	■	☐
c. Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?	☐	☐	■	☐
d. Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?	☐	☐	■	☐
e. Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	☐	☐	☐	■
f. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	■	☐	☐

The analysis presented in this section is based on information provided in a Preliminary Geotechnical Investigation prepared for the project by Harrington Geotechnical Engineering, Inc. (Harrington Geotechnical) in May 2024 (Appendix G).

a.1. Would the project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault?

The project site is in a seismically active area of Southern California. A fault that has ruptured in at least the last 11,700 years is considered to have a higher potential of future seismicity and is considered an active fault by the Alquist-Priolo Earthquake Fault Zoning Act. Faults with evidence of longer earthquake frequency events are considered to have a lower potential of future seismicity. According to California Geological Survey (CGS) and the project's geotechnical investigation, the project site is not located in an Alquist-Priolo Fault Zone (CGS 2025; Harrington Geotechnical 2024). However, the site is situated in a region subject to strong earthquakes occurring along active faults. Per the geotechnical evaluation performed for the project, the site is situated approximately 5.5 miles away from the nearest fault (San Jose) and 5.8 miles from the next nearest fault (Whittier). The likelihood of surface rupture occurring at the site is therefore considered low (Harrington Geotechnical 2024). Other known active faults within the vicinity of the site are the Duarte Fault located approximately 5.5 miles north of the project site and East Montebello Fault located approximately 6.2 miles southwest of the project site (CGS 2025).

To reduce geologic and seismic impacts, the City regulates development through the requirements of the California Building Code (CBC). The purpose of the CBC is to establish minimum standards to safeguard the public health, safety, and general welfare through structural strength, means of egress, and general stability by regulating and controlling the design, construction, quality of materials, use and occupancy, location, and maintenance of all building and structures within its jurisdiction. The earthquake design requirements of the CBC consider the occupancy category of the structure, site class, soil classifications, and various seismic coefficients. The CBC provides standards for various aspects of construction, including but not limited to excavation, grading, earthwork, construction, preparation of the site prior to fill placement, specification of fill materials, fill compaction and field testing, retaining wall design and construction, foundation design and construction, and seismic requirements. It includes provisions to address issues such as (but not limited to) fault rupture. In accordance with California law, project design and construction would be required to comply with provisions of the CBC; therefore, impacts related to seismically induced fault rupture would be less than significant.

LESS-THAN-SIGNIFICANT IMPACT

a.2. Would the project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving strong seismic ground shaking?

As detailed above under impact 7.a.1, the project site is in a seismically active area of Southern California. According to CGS and the project's geotechnical investigation, the project site is not located in an Alquist-Priolo Fault Zone (CGS 2025; Harrington Geotechnical 2024). However, the site is situated in a region subject to strong earthquakes occurring along active faults. Per the geotechnical evaluation performed for the project, the site is situated approximately 5.5 miles away from the nearest fault (San Jose) and 5.8 miles from the next nearest fault (Whittier). The likelihood of surface rupture occurring at the site is therefore considered low (Harrington Geotechnical 2024).

Other known active faults within the vicinity of the site are the Duarte Fault located approximately 5.5 miles north of the project site and East Montebello Fault located approximately 6.2 miles southwest of the project site (CGS 2025). The possibility of ground acceleration, or shaking at the site, may be considered as approximately similar to the Southern California region as a whole.

As detailed above under impact 7.a.1, to reduce geologic and seismic impacts, the City regulates development through the requirements of the CBC. The earthquake design requirements of the CBC consider the occupancy category of the structure, site class, soil classifications, and various seismic coefficients. The CBC provides standards for various aspects of construction, including but not limited to excavation, grading, earthwork, construction, preparation of the site prior to fill placement, specification of fill materials, fill compaction and field testing, retaining wall design and construction, foundation design and construction, and seismic requirements. It includes provisions to address issues such as (but not limited to) ground shaking. In accordance with California law, project design and construction would be required to comply with provisions of the CBC; therefore, construction of the project would not exacerbate existing ground shaking hazards and impacts related to seismically induced ground shaking would be less than significant.

LESS-THAN-SIGNIFICANT IMPACT

a.3. Would the project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving seismic-related ground failure, including liquefaction?

Liquefaction is a process whereby soil is temporarily transformed to fluid form during intense and prolonged ground shaking or because of a sudden shock or strain. Typically, liquefaction occurs in areas where there are loose soils and the depth to groundwater is less than 50 feet from the surface. Likewise, earthquakes can cause landslides in areas with unstable slopes and terrain.

The project site is located within a mapped potential liquefaction hazard zone (CGS 2025). However, the project's geotechnical investigation determined that based on the historical high groundwater level and very dense sands underlying the project site, the soils have a low potential for liquefaction (Harrington Geotechnical 2024). While the project site is in a seismically active area and is susceptible to liquefaction, the project would be required to minimize this risk, to the extent feasible, through the incorporation of applicable CBC standards. The design and construction of the project would conform to the current seismic design provisions of the CBC, which incorporates the latest seismic design standards for structural loads and materials, as well as provisions from the National Earthquake Hazards Reduction Program, to mitigate losses from an earthquake, including liquefaction, and provide for the latest in earthquake safety. Therefore, impacts from risk of loss, injury, or death involving seismic-related ground failure, including liquefaction would be less than significant.

LESS-THAN-SIGNIFICANT IMPACT

a.4. Would the project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving landslides?

The project site and surrounding area are relatively flat. According to the CGS, the project site is not located in an area subject to landslides caused by earthquakes and the nearest landslide hazard zone is located approximately 1.25 miles northwest of the project site (CGS 2025). Implementation of the project would not exacerbate the existing risk of earthquake-induced landslides in the immediate vicinity because the project would not directly result in a seismic event or destabilize

soils prone to landslides. Therefore, the risk of earthquake-induced landslides at the project site is low and impacts would be less than significant.

LESS-THAN-SIGNIFICANT IMPACT

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

Construction activities have the potential to result in soil erosion, particularly during grading and excavation activities. Fugitive dust caused by strong wind and/or earth-moving operations during construction would be minimized through compliance with SCAQMD Rule 403, which prohibits visible particulate matter from crossing property lines. Standard practices to control fugitive dust emissions include watering of active grading sites, covering soil stockpiles with plastic sheeting, and covering soils in haul trucks with secured tarps. In addition, the potential for project construction activities to result in increased erosion and sediment transport by stormwater to surface waters would be minimized because the project would be required to comply with a Construction General Permit, which is issued by the State Water Resources Control Board (SWRCB). The Construction General Permit requires the development of a Storm Water Pollution Prevention Plan (SWPPP), which outlines best management practices (BMP) to reduce erosion and topsoil loss from stormwater runoff (also refer to the discussion in Section 10, *Hydrology and Water Quality*). Compliance with the Construction General Permit would ensure that BMPs are implemented during construction and minimize substantial soil erosion or the loss of topsoil. Upon completion of construction, the project site would be stabilized with landscaping and paving, and operational activities would not result in soil erosion. Therefore, impacts would be less than significant.

LESS-THAN-SIGNIFICANT IMPACT

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

Lateral spreading is the horizontal movement or spreading of soil toward an open face (an area exposed rock or soil). Lateral spreading may occur when soils liquefy during an earthquake event, and the liquefied soils with overlying soils move laterally to unconfined spaces. Due to the lack of nearby “free face” conditions, the potential for lateral spreading is considered very low, as confirmed by the determination produced within the project-specific geotechnical study. Similarly, while the site is located in a mapped potential liquefaction hazard zone as shown on the State of California Earthquake Zones of Required Investigation, based on a historical high ground water level of 40 feet, and very dense sands below approximately 40 feet where Cone Penetration Testing (CPT-1) it has been determined that liquefaction induced settlement potential is low (Harrington Geotechnical 2024). Therefore, lateral spreading impacts would be less than significant.

Subsidence is the sudden sinking or gradual downward settling of the earth’s surface with little or no horizontal movement. Subsidence is caused by a variety of activities that include, but are not limited to, withdrawal of groundwater, pumping of oil and gas from underground, the collapse of underground mines, liquefaction, and hydrocompaction. Collapse potential refers to the potential settlement of a soil under existing stresses upon being wetted. As discussed under impact 7a.1 through 7a.4, the project is in a seismically active area and within a liquefaction hazard zone. However, the project would be required to comply with CBC design provisions. Therefore, compliance with CBC design provisions would ensure that impacts from on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse would remain less than significant.

LESS-THAN-SIGNIFICANT IMPACT

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

According to the geotechnical investigation prepared for the project, the expansion potential of soils underlying the project site are considered to be very low expansion potential and special design parameters are not required. Therefore, no impact would occur (Harrington Geotechnical 2024).

NO IMPACT

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

The project would be served by the City's existing sewer system. No septic tanks are proposed for the project. Therefore, there is no potential for adverse effects due to soil incompatibility with septic tanks or alternative wastewater disposal systems. No impact would occur.

NO IMPACT

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

Paleontological resources, or fossils, are the evidence of once-living organisms preserved in the rock record. They include both the fossilized remains of ancient plants and animals and the traces thereof (e.g., trackways, imprints, burrows, etc.). Paleontological resources are not found in "soil" but are contained within the geologic deposits or bedrock that underlies the soil layer. Typically, fossils are greater than 5,000 years old (i.e., older than middle Holocene in age) and are typically preserved in sedimentary rocks. Although rare, fossils can also be preserved in volcanic rocks and low-grade metamorphic rocks under certain conditions (Society of Vertebrate Paleontology [SVP] 2010). Fossils occur in a non-continuous and often unpredictable distribution within some sedimentary units, and the potential for fossils to occur within sedimentary units depends on several factors. It is possible to evaluate the potential for geologic units to contain scientifically important paleontological resources and therefore evaluate the potential for impacts to those resources and provide mitigation for paleontological resources if they are discovered during construction of a development project.

The paleontological sensitivity of the geologic units that underlie the project site were assessed to determine the project's potential for significant impacts to scientifically important paleontological resources. The analysis was based on the results of a paleontological locality search and a review of existing information in the scientific literature regarding known fossils within geologic units mapped at the project site. According to the SVP (2010) classification system, geologic units can be assigned a high, low, undetermined, or no potential for containing scientifically significant nonrenewable paleontological resources. Following the literature review, a paleontological sensitivity classification was assigned to each geologic unit mapped within the project site. This criterion is based on rock units within which vertebrate or significant invertebrate fossils have been determined by previous studies to be present or likely to be present. The potential for impacts to significant paleontological resources is based on the potential for ground disturbance to directly impact paleontologically sensitive geologic units.

Rincon requested a records search from the Natural History Museum of Los Angeles County. This locality search recovered no known fossil localities within the project site (Bell 2025). The nearest fossil locality comes from the Manning Pit landfill approximately four miles northeast of the project

site and consists of a mastodon (*Mammut*) found in the Pleistocene sediments more than 100 feet below the surface. Other fossil localities are known from un-recorded depth throughout the San Gabriel Valley from undifferentiated Pleistocene-aged alluvium. These localities have produced mammoth (*Mammuthus*) and horse *(Equus*) fossils.

The project site is in the Peninsular Ranges, one of the eleven geomorphic provinces of California (California Geological Survey 2002). In general, the Peninsular Ranges consist of northwest-southeast trending mountain ranges and faults (Norris and Webb 1976). These mountains are generally comprised of Mesozoic to Cenozoic plutonic and extrusive igneous and Cretaceous marine sedimentary rocks. Locally, the project site is within the San Gabriel Valley, which is bordered by the San Gabriel Mountains to the north, the Puente Hills to the south, and the Chino Hills to the east. Although the intrusive igneous basement rocks of the San Gabriel Valley show they belong to the Peninsular Ranges, the modern surficial deposits are largely formed of Pleistocene to modern alluvial fan sediments emanating from the San Gabriel Mountains, with much smaller alluvial fans emanating from other ranges in southern and eastern portions of the valley (Morton and Miller 2006).

The project is located in the *Baldwin Park* United States Geological Survey 7.5-minute topographic quadrangle. The geology of the region surrounding the project site was mapped by Morton and Miller (2006) who identified a single geologic unit, Quaternary young alluvial fan deposit (Holocene), underlying the project site. A geotechnical study consisting of eight boring locations reaching 45 feet below the surface was conducted on the project site and encountered Quaternary young alluvial fan deposit (Holocene) characterized as dark brown, loose, fine to medium grained sand and gray/white, medium grained, moderately pebbly sand (Harrington Geotechnical 2024). The sediments encountered in the geotechnical study are consistent with the description of Quaternary young alluvial fan deposits described by Morton and Miller (2006) as unconsolidated to moderately consolidated silt, sand, pebbly cobbly sand and bouldery deposits. Holocene-aged sediments are generally considered too young (i.e., less than 5,000 years old) to contain paleontological resources (SVP 2010) meaning they have low paleontological sensitivity. However, Holocene-aged sediments may become old enough in the subsurface to preserve paleontological resources. Pleistocene-aged sediments within the San Gabriel Valley are known to preserve paleontological resources (Bell 2025; Jefferson 2010; Paleobiology Database 2025) and are therefore considered to have high paleontological sensitivity. The geotechnical study found no obvious transition within the sediment (Harrington Geotechnical 2024), though a transition in sediment type at this 5,000-year threshold is not necessarily expected. The lack of significant paleontological resource discoveries from development projects that surround the project site suggests that this transition to high-sensitivity sediments may be as deep as 10 feet below the surface. However, this 10-foot depth is an estimate, so sediments below this threshold should be treated as having undetermined paleontological sensitivity rather than high. Therefore, sediments underlying the project site have low paleontological sensitivity from the surface to 10 feet below the surface and undetermined paleontological sensitivity greater than 10 feet below the surface.

Ground-disturbing activities within previously undisturbed sediments with high or undetermined paleontological sensitivity could result in significant impacts to paleontological resources. Impacts would be significant if construction activities result in the destruction, damage, or loss of scientifically important paleontological resources and associated stratigraphic and paleontological data. The project would require grading and excavations up to five feet below the surface for building foundations and underground utilities and up to 15 feet below the surface for stormwater drainage and retention systems. Therefore, project construction would likely affect previously

undisturbed sediments with undetermined paleontological sensitivity, thus, potentially significant impacts to paleontological resources could occur. Implementation of Mitigation Measure GEO-1 would require paleontological resources monitoring and mitigation which would reduce impacts to paleontological resources to a less-than-significant level.

Mitigation Measure

GEO-1 Paleontological Resources Monitoring and Mitigation

QUALIFIED PROFESSIONAL PALEONTOLOGIST

Prior to excavation, the project applicant shall retain a Qualified Professional Paleontologist, as defined by the Society of Vertebrate Paleontology (SVP 2010), who shall direct all mitigation measures related to paleontological resources.

PALEONTOLOGICAL WORKER ENVIRONMENTAL AWARENESS PROGRAM

Prior to the start of construction, the Qualified Professional Paleontologist or their designee shall conduct a paleontological Worker Environmental Awareness Program (WEAP) training for construction personnel regarding the appearance of fossils and the procedures for notifying paleontological staff should fossils be discovered by construction personnel.

PALEONTOLOGICAL MONITORING AND SALVAGE

Initial part-time paleontological monitoring (i.e., spot-checking) shall be conducted during ground-disturbing construction activities within previously undisturbed sediments greater than 10 feet below the surface. If there are indications that the impacted sediments greater than 10 feet below the surface have the potential to preserve paleontological resources (e.g., fossil debris), then full-time paleontological monitoring shall commence. If potentially fossil-bearing sediments are not observed, then spot checks shall continue on a weekly basis or whenever a ground-disturbing activity that reaches deeper than any previously monitored depth occurs. Such decisions shall be made by the Qualified Professional Paleontologist. Paleontological monitoring shall be conducted by a paleontological monitor with experience with collection and salvage of paleontological resources and who meets the minimum standards of the SVP (2010) for a Paleontological Resources Monitor.

In the event of a fossil discovery by the paleontological monitor or construction personnel, all construction activity within 50 feet of the find shall cease, and the Qualified Professional Paleontologist shall evaluate the find. If the fossil(s) is (are) not scientifically significant, then construction activity may resume. If it is determined that the fossil(s) is (are) scientifically significant, the following shall be completed:

- **Fossil Salvage.** The paleontological monitor shall salvage (excavate and recover) the fossil to protect it from damage/destruction. Typically, fossils can be safely salvaged quickly by a single paleontological monitor with minimal disruption to construction activity. In some cases, larger fossils (such as complete skeletons or large mammal fossils) require more extensive excavation and longer salvage periods. Bulk matrix sampling may be necessary to recover small invertebrates or microvertebrates from within paleontologically sensitive deposits. After the fossil(s) is (are) salvaged, construction activity may resume.

- **Fossil Preparation and Curation**. Fossils shall be identified to the lowest (most-specific) possible taxonomic level, prepared to a curation-ready condition, and curated in a scientific institution with a permanent paleontological collection along with all pertinent field notes, photos, data, and maps. Fossils of undetermined significance at the time of collection may also warrant curation at the discretion of the Qualified Professional Paleontologist.
- **Final Paleontological Mitigation Report.** Upon completion of ground-disturbing activities (or laboratory preparation and curation of fossils, if necessary), the Qualified Professional Paleontologist shall prepare a final report describing the results of the paleontological monitoring efforts. The report shall include a summary of the field and laboratory methods employed; an overview of project geology; and, if fossils were discovered, an analysis of the fossils, including physical description, taxonomic identification, and scientific significance. The report shall be submitted to the City and, if fossil curation occurred, the designated scientific institution.

Significance After Mitigation

Implementation of Mitigation Measure GEO-1 would mitigate the project's impacts to these resources through the recovery, identification, and curation of previously unrecovered fossils. Impacts would be less than significant with mitigation incorporated.

LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED

8 Greenhouse Gas Emissions

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less-than - Significant Impact	No Impact
Would the project:				
a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	☐	☐	■	☐
b. Conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	☐	☐	■	☐

Overview of Climate Change and Greenhouse Gases

Climate change is the observed increase in the average temperature of the Earth's atmosphere and oceans along with other substantial changes in climate (such as wind patterns, precipitation, and storms) over an extended period of time. Climate change is the result of numerous, cumulative sources of GHG emissions contributing to the "greenhouse effect," a natural occurrence that takes place in Earth's atmosphere and helps regulate the temperature of the planet. Radiation from the sun hits Earth's surface and warms it. The surface, in turn, radiates heat back towards the atmosphere in the form of infrared radiation. Gases and clouds in the atmosphere trap and prevent some of this heat from escaping into space and deflect it in all directions.

GHG emissions occur both naturally and as a result of human activities, such as fossil fuel burning, decomposition of landfill wastes, raising livestock, deforestation, and some agricultural practices. GHGs produced by human activities include carbon dioxide (CO_2), methane (CH_4), nitrous oxide (N_2O), hydrofluorocarbons, perfluorocarbons, and sulfur hexafluoride. Different types of GHGs have varying global warming potentials (GWP). The GWP of a GHG is the potential of a gas or aerosol to trap heat in the atmosphere over a specified timescale (generally, 100 years). GHGs absorb different amounts of heat therefore, a common reference gas (CO_2) is used to standardize the amount of heat absorbed to the amount of the gas emitted. This is referred to as "carbon dioxide equivalent" (CO_2e), which is the amount of a specific GHG emitted multiplied by its GWP. Carbon dioxide has a 100-year GWP of one. By contrast, CH_4 has a GWP of 30, meaning its global warming effect is 30 times greater than CO_2 on a molecule per molecule basis (Intergovernmental Panel on Climate Change 2021).[3]

The United Nations IPCC expressed that the rise and continued growth of atmospheric CO_2 concentrations is due to human activities in the IPCC's Sixth Assessment Report (2021). Human influence has warmed the atmosphere, ocean, and land, which has led the climate to warm at an unprecedented rate in the last 2,000 years. It is estimated that between the period of 1850 through

[3] The Intergovernmental Panel on Climate Change's (2021) *Sixth Assessment Report* determined that methane has a GWP of 30. However, the 2017 Climate Change Scoping Plan published by the California Air Resources Board uses a GWP of 25 for methane, consistent with the Intergovernmental Panel on Climate Change's (2007) *Fourth Assessment Report*. Therefore, as the analysis is based on consistency with the 2017 Climate Change Scoping Plan, this analysis utilizes a GWP of 25 for methane.

2019, that a total of 2,390 gigatons of anthropogenic CO_2 was emitted. It is likely that anthropogenic activities have increased the global surface temperature by approximately 1.07 degrees Celsius between the years 2010 through 2019 (IPCC 2021). Furthermore, since the late 1700s, estimated concentrations of CO_2, CH_4, and N_2O in the atmosphere have increased by over 43 percent, 156 percent, and 17 percent, respectively, primarily due to human activity (USEPA 2022). Emissions resulting from human activities are thereby contributing to an average increase in Earth's temperature. Potential climate change impacts in California may include loss of snowpack, sea level rise, more extreme heat days per year, more high ozone days, more large forest fires, and more drought years (CNRA 2019).

Significance Thresholds

Based on Appendix G of the *CEQA Guidelines*, impacts related to GHG emissions from the project would be significant if the project would:

- Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment; and/or
- Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases.

The majority of individual projects do not generate sufficient GHG emissions to directly influence climate change. However, physical changes caused by a project can contribute incrementally to significant cumulative effects, even if individual changes resulting from a project are limited. As a result, the issue of climate change typically involves an analysis of whether a project's contribution towards an impact would be cumulatively considerable. "Cumulatively considerable" means that the incremental effects of an individual project are significant when viewed in connection with the effects of past projects, other current projects, and probable future projects (*CEQA Guidelines* Section 15064[h][1]).

In the latest guidance provided by the SCAQMD's GHG CEQA Significance Threshold Working Group in September 2010, SCAQMD considered a tiered approach to determine the significance of residential and commercial projects. The draft tiered approach is outlined in the meeting minutes, dated September 28, 2010 (SCAQMD 2010). Since the City of Baldwin Park does not have project specific GHG thresholds, the project is evaluated based on the SCAQMD's Tier 3 recommended/preferred option threshold for all land use types of 3,000 metric tons of CO_2e per year (SCAQMD 2010). The SCAQMD's 3,000 metric tons (MT) CO_2e per year threshold is frequently used by jurisdictions across Southern California to determine GHG emissions impacts from nonindustrial projects.

Additionally, to demonstrate compliance with the goals highlighted in Assembly Bill (AB) 1279, consistency with the GHG reduction measures in the California Air Resources Board's (CARB) 2022 Scoping Plan Update was evaluated. AB 1279, the California Climate Crisis Act, requires that the State achieve net zero GHG emissions as soon as possible, but no later than 2045, and achieve and maintain net negative GHG emissions thereafter, and to ensure that by 2045, statewide anthropogenic GHG emissions are reduced to at least 85 percent below the 1990 levels. By demonstrating consistency with the 2022 Scoping Plan Update and comparing project emissions to the 3,000 MT per year threshold established by SCAQMD in 2010, GHG impacts to both near- and long-term GHG reduction goals are included.

Methodology

Calculations of CO_2, CH_4, and N_2O emissions are provided to identify the magnitude of potential project effects. The analysis focuses on CO_2, CH_4, and N_2O because these make up 98 percent of all GHG emissions by volume and are the GHG emissions the project would emit in the largest quantities (IPCC 2014). Emissions of all GHGs are converted into their equivalent GWP in terms of CO_2 (i.e., CO_2e). Minimal amounts of other GHGs (such as chlorofluorocarbons [CFCs]) would be emitted; however, these other GHG emissions would not substantially add to the total GHG emissions. GHG emissions associated with the project were calculated using CalEEMod version 2022.1. Refer to Section 3, *Air Quality*, for CalEEMod assumptions.

In accordance with SCAQMD's recommendation, GHG emissions from construction of the project were amortized over a 30-year period and added to annual operational emissions to determine the project's total annual GHG emissions (SCAQMD 2008b).

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

Construction and operation of the project would generate GHG emissions. This analysis considers the combined impact of GHG emissions from both construction and operation. Calculations of CO_2, CH_4, and N_2O emissions are provided to identify the magnitude of potential project effects.

Construction Emissions

Construction facilitated by the project would generate temporary GHG emissions primarily from the operation of construction equipment on-site, as well as from vehicles transporting construction workers to and from the project site, and heavy trucks to transport building, concrete, and asphalt materials. As shown in Table 19, construction associated with the project would generate 650 MT of CO_2e. Amortized over a 30-year period pursuant to SCAQMD guidance, construction associated with the project would generate 21.7 MT of CO_2e per year. Based on SCAQMD methodology construction emissions are amortized and added to operational emissions to determine project significance for GHG emissions.

Table 19 Construction GHG Emissions

	Emissions (MT of CO_2e)
2026	304
2027	340
Total	**644**
Amortized over 30 years	21.5

MT = metric tons; CO_2e = carbon dioxide equivalents

Source: CalEEMod worksheets in Appendix A. See Table 2.2 "Construction Emissions by Year, Unmitigated" emissions. Annual emissions results are shown for all emissions.

Operational and Total Project Emissions

Operation of the project would generate GHG emissions associated with area sources (e.g., landscape maintenance), energy and water usage, vehicle trips, and wastewater and solid waste generation. Annual operational emissions resulting from the project are summarized in Table 20. The annual operational GHG emissions are combined with the amortized construction emissions.

The project would generate approximately 1,197 MT of CO_2e per year, which would not exceed the SCAQMD's screening-level threshold of 3,000 MT of CO_2e per year for small projects. As such, project-generated GHG emissions during construction and operation would not have a significant impact on the environment. Impacts would be less than significant.

Table 20 Combined Annual Emissions

Emission Source	Annual Emissions (MT CO_2e)
Construction[1]	**21.5**
Operational	
Mobile	849
Area	1.9
Energy	269
Water	14
Waste	42
Refrigerants	<1
Total	**1,197**
SCAQMD Numeric Threshold	3,000
Exceed Threshold?	**No**

MT CO_2e = metric tons of carbon dioxide equivalent

[1] Amortized construction related GHG emissions over 30 years

Source: CalEEMod worksheets in Appendix A. See Table 2.5 "Operations Emissions by Sector, Unmitigated" emissions. Annual emissions results are shown for all emissions.

LESS-THAN-SIGNIFICANT IMPACT

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

Plans and policies have been adopted to reduce GHG emissions in the Southern California region, including the State's 2022 Scoping Plan, SCAG's 2024-2050 RTP/SCS, and the City of Baldwin Park General Plan. The project's consistency with these plans and applicable policies in the City's General Plan is discussed in the following subsections. As discussed herein, the project would not conflict with plans and policies aimed at reducing GHG emissions.

2022 Scoping Plan

The principal State plan and policy is Assembly Bill (AB) 32, the California Global Warming Solutions Act of 2006, and the follow up, Senate Bill (SB) 32 and AB 1279. The quantitative goal of AB 32 is to reduce GHG emissions to 1990 levels by 2020 and the goal of SB 32 is to reduce GHG emissions to 40 percent below 1990 levels by 2030. Additionally, AB 1279, approved in September 2022, requires that the State achieve net zero GHG emissions as soon as possible, but no later than 2045, and achieve and maintain net negative GHG emissions thereafter, and to ensure that by 2045, statewide anthropogenic GHG emissions are reduced to at least 85 percent below the 1990 levels. As mentioned above in impact 8.a, the project would be below SCAQMD's interim threshold that considers the long term GHG emissions pursuant executive order S-3-05 that would capture 90 percent of new development emissions. Pursuant to the SB 32 and AB 1279 goals, the 2022 Scoping Plan was created to outline goals and measures for the State to achieve these reductions.

The 2022 Scoping Plan's goals include reducing fossil fuel use and energy demand and maximizing recycling and diversion from landfills. The project would be consistent with these goals through project design, which includes complying with the latest Title 24 Green Building Code and Building Efficiency Energy Standards. The project would be served by SCE, which is required to increase its renewable energy procurement in accordance with SB 100 targets. The project is located in an area well-served by transit and within walking and biking distance of several commercial destinations, which would reduce future residents' VMT and associated fossil fuel usage. The project is adjacent to several Baldwin Park bus stations, which operate transit buses for the City's Pumpkin, Teal, and Express Line Routes, all of which are accessible from bus stops near the project site. In addition, the project is walking distance to several retail locations, with the nearest restaurant, Orchid Thai, being less than 0.5 mile east of the site. To enable multimodal transportation to and from the site, nearby retail locations can be accessed via walking paths that connect to existing sidewalks along Le Borgne Avenue and Millbury Avenue.

Table 3 of Appendix D to the 2022 Scoping Plan identifies CARB's *Key Residential and Mixed-Use Project Attributes that Reduce GHGs* and is intended to provide qualitative guidance to local jurisdictions for determining whether residential and mixed-use development projects are aligned with the State's priority greenhouse gas reduction strategies. These key attributes reflect land use, transportation, and building design characteristics that support reduced vehicle miles traveled, building electrification, and efficient use of existing urban infrastructure. Appendix D explains that residential projects incorporating all of the key attributes are clearly consistent with the State's climate goals and further provides that lead agencies may determine, based on substantial evidence, that projects incorporating some, but not all, of the attributes are also consistent with the State's climate goals. Table 21 evaluates the project's consistency with CARB's *Key Residential and Mixed-Use Project Attributes that Reduce GHGs* identified in Table 3 of Appendix D to the 2022 Scoping Plan and demonstrates that the project would be substantially consistent with these attributes and, therefore, consistent with the 2022 Scoping Plan.

Table 21 Consistency with the 2022 Scoping Plan's *Key Residential and Mixed-Use Project Attributes that Reduce GHGs*

Strategy/Action	Project Consistency
Zero-Emission Transportation. Provides ZEV charging or refueling infrastructure that, at minimum, meets the most ambitious voluntary standard in the California Green Building Standards Code at the time of project approval.	**Consistent - Applicable.** The project would comply with the applicable CALGreen requirements, including mandatory EV charging infrastructure for residential uses. In addition, the project is an infill residential development located within walking distance of existing commercial uses and adjacent to multiple City bus routes (Teal, Pumpkin, and Express Lines), which would support reduced trip lengths and increased feasibility of zero-emission vehicle use. Therefore, the project is consistent with this key attribute.
VMT Reduction 1. Is located on infill sites that are surrounded by existing urban uses, and reuses or redevelops previously undeveloped or underutilized land that is presently served by existing utilities and essential public services (e.g., transit, streets, water, sewer).	**Consistent- Applicable**. The project would be developed on a vacant site within an existing urbanized area that is currently served by existing utilities, streets, transit, and public services. Development would efficiently utilize existing infrastructure and support infill development consistent with the Scoping Plan. Therefore, the project is consistent with this key attribute.
VMT Reduction 2. Does not result in the loss or conversion of natural and working lands.	**Consistent- Applicable.** The project site is vacant and located within an urbanized area. Development would not convert natural or working lands, therefore the project is consistent with this key attribute.

Strategy/Action	Project Consistency
VMT Reduction 3. Consists of transit-supportive densities (minimum of 20 residential dwelling units per acre), or is in proximity to existing transit stops (within a half mile), or satisfies more detailed and stringent criteria specified in the region's Sustainable Communities Strategy.	**Consistent- Alternative Compliance.** The project would have a residential density of approximately 19.8 dwelling units per acre, which is marginally below the 20 DU/acre threshold identified in Appendix D. However, Appendix D allows proximity to existing transit stops within one-half mile as an alternative means of demonstrating transit-supportive development. The project is located adjacent to multiple City bus routes, and its infill, multi-family residential design would functionally achieve the VMT reduction objectives of this attribute. Therefore, the project is consistent with this key attribute.
VMT Reduction 4. Reduces parking requirements by: a) Eliminating parking requirements or including maximum allowable parking ratios (i.e., the ratio of parking spaces to residential units or square feet); b) Providing residential parking supply at a ratio of less than one parking space per dwelling unit; or c) For multifamily residential development, requiring parking costs to be unbundled from costs to rent or own a residential unit.	**Consistent- Not Applicable.** The project would comply with applicable parking requirements set forth by the City. Parking standards are established by the City and are not discretionary project elements. Accordingly, this attribute is not applicable. Nonetheless, the project's infill location and transit access would support reduced vehicle use consistent with the Scoping Plan's VMT reduction strategies. Therefore, the project is consistent with this key attribute.
VMT Reduction 5. At least 20% of units included are affordable to lower-income residents.	**Consistent- Not Applicable.** The project is not required to provide affordable housing units pursuant to State or local housing requirements. While inclusion of affordable housing is identified as a VMT reduction strategy in Appendix D, this attribute is not applicable to all residential projects. The project would nonetheless contribute to housing supply within an existing urban area, consistent with State housing and climate goals. Therefore, the project is consistent with this key attribute.
VMT Reduction 6. Results in no net loss of existing affordable units.	**Consistent- Applicable.** The project site does not contain existing residential units. Therefore, development would not result in the displacement or loss of existing affordable housing. Therefore, the project is consistent with this key attribute.
Building Decarbonization. Uses zero-emission appliances without any natural gas connections and does not use propane or other fossil fuels for space heating, water, heating, or indoor cooking.	**Consistent - Applicable.** The project would comply with applicable conservation policies such as the City's General Plan, Title 24, and CALGreen, energy-efficient lighting, heating/cooling systems, and appliances. As detailed with Section 3, *Air Quality*, and throughout this section, the project would have less than significant impacts related to air quality with mitigation incorporated and greenhouse gas emissions. Therefore, the project would promote sustainable development that would reduce natural gas and other fossil fuel consumption for space heating, water, heating, or cooking and promote resilience. Therefore, the project is consistent with this key attribute.

Source: CARB 2022

SCAG 2024-2050 RTP/SCS

SB 375, signed in August 2008, directs each of the State's 18 major Metropolitan Planning Organizations to prepare a Sustainable Communities Strategy (SCS) that contains a growth strategy to meet these emission targets for inclusion in the Regional Transportation Plan (RTP). SCAG's 2020-2045 RTP/SCS includes a commitment to reduce emissions from transportation sources through 2045 by promoting compact and infill development to comply with SB 375. In April 2024, SCAG's

Regional Council approved the updated RTP/SCS for 2050. Referred to as Connect SoCal 2024, this report outlines a vision for a more resilient and equitable future, with investment, policies and strategies for achieving the region's shared goals through 2050. The project would not conflict with any of the 2024 – 2050 SCAG's RTP/SCS goals, as outlined in Table 22.

Table 22 Consistency with Applicable SCAG RTP/SCS GHG Emission Reduction Strategies

Strategy/Action	Project Consistency
Mobility ▪ Encourage and support the implementation of projects, both physical and digital, that facilitate multimodal connectivity, prioritize transit and shared mobility, and result in improved mobility, accessibility and safety. ▪ Support connections across the public, private and nonprofit sectors to develop transportation projects and programs that result in improved connectivity. ▪ Encourage residential and employment development in areas surrounding existing and planned transit/rail stations. ▪ Support the implementation of transportation projects in Priority Equity Communities, particularly with respect to Transportation Equity Zones, as a way to enhance mobility, safety and access to opportunities. ▪ Create a resilient transportation system by preparing for emergencies and the impacts of climate change.	**Consistent.** The project is an infill development that would involve the construction of 104 townhouse units in a residentially zoned area, which would contribute to the job and housing balance. The project would be within walking and biking distance of existing commercial uses, including several restaurants. In addition, the project is located adjacent to several City bus stops, providing access to the Teal, Pumpkin, and Express Line Routes. The project site's proximity to public transit and access to walking paths would encourage the use of the City's existing transit and other alternative transportation options for traveling to and from the site.
Communities ▪ Encourage housing development in areas with access to important resources and amenities (economic, educational, health, social and similar) to further fair housing access and equity across the region. ▪ Encourage housing development in transit-supportive and walkable areas to create more interconnected and resilient communities. ▪ Support local, regional, state and federal efforts to produce and preserve affordable housing while meeting additional housing needs across the region. ▪ Encourage efforts that elevate innovative approaches to increasing access to neighborhood destinations and amenities through an array of people-centered mobility options.	**Consistent**. The project would include construction of new housing units on an infill site that is in proximity to existing public transit, including stations that operate Teal, Pumpkin, and Express Lines. Constructing residential development within proximity to existing transit is a strategy included in the RTP/SCS for reducing VMT and associated GHG emissions. Additionally, the results of the VMT assessment indicate that the project is not expected to have a significant impact on VMT based on the results of the San Gabriel Valley Council of Governments' (SGVCOG) VMT Tool. The Screening Tool estimates that the project's Home-Based VMT per Capita and Total VMT per Service Population would both be more than 30% below the SGVCOG VMT Baseline for the Project's Baseline Area. Therefore, the project is consistent with this policy.

Strategy/Action	Project Consistency
Environment ▪ Promote sustainable development and best practices that enhance resource conservation, reduce resource consumption and promote resilience. ▪ Reduce hazardous air pollutants and greenhouse gas emissions and improve air quality throughout the region through planning and implementation efforts. ▪ Support investments that reduce hazardous air pollutants and greenhouse gas emissions. ▪ Promote the growth of origins and destinations, with a focus on future housing and population growth, in areas with existing and planned urban infrastructure that includes transit and utilities.	**Consistent.** The project is an infill development and would involve the construction of 104 townhouse units. Development of the project would reduce resource consumption and promote growth in areas of existing and planned urban infrastructure due to the built up nature of the surrounding development. The project would introduce multi-family housing into an area already developed with single-family and multi-family residences along with commercial and industrial uses, thereby contributing to SCAG's housing and population growth goals. The project would comply with applicable conservation policies such as the City's General Plan, Title 24, and CALGreen, energy-efficient lighting, heating/cooling systems, and appliances. As detailed with Section 3, *Air Quality*, and throughout this section, the project would have less than significant impacts related to air quality and greenhouse gas emissions with mitigation incorporated. Therefore, the project would promote sustainable development that would enhance resource conservation, reduce resource consumption, and promote resilience. Therefore, the project is consistent with this policy.

Source: SCAG 2024

City of Baldwin Park General Plan

The City's Air Quality, and Health & Sustainability Elements of the General Plan contain the following policies that would reduce citywide levels of GHG emissions at a project level. Table 23shows the project's consistency with relevant policies of the City's General Plan.

Table 23 Project Consistency with the Applicable Policies from the Baldwin Park General Plan

Policy	Project Consistency
Health and Sustainability Element	
Policy 1.02. Emphasize the importance of public health and environmental sustainability in land use planning, infrastructure planning, and City policy and program implementation. **Policy 2.03.** Encourage a range of housing options and sizes to accommodate a variety of community needs. **Policy 3.04.** Promote and expand transit service throughout the City, especially in underserved areas. **Policy 7.02.** Support the use of energy-efficient design and renewable energy technologies in public and private development projects. **Policy 10.02.** Promote the use of building materials and products that maintain healthy indoor air quality in an effort to reduce	**Consistent.** The project would be located adjacent to several bus stations that operate transit for the City's Teal, Pumpkin, and Express Line Routes. The project site's proximity to public transit would encourage the use of the City's Metrolink stations for traveling to and from the site. In addition, the project would include internal walking paths that connect to existing sidewalks along Le Borgne Avenue and Millbury Avenue to enable multi-modal accessibility to the site. The project would incorporate all applicable measures of the most recent iteration of Title 24 and CALGreen Building Standards, including the installation of energy-efficient lighting, heating/cooling systems, and appliances. In addition, the project would include water-efficient indoor fixtures such as showerheads, sinks, and toilets in accordance with CALGreen Section 4.303. Therefore, the project would be consistent with these policies of the Health & Sustainability Element.

Policy	Project Consistency
irritation and exposure to toxins and allergens for building occupants.	
Air Quality Element	
Policy 1.3. Encourage the development of higher density housing in close proximity to the City's Metrolink station. **Policy 1.5.** Encourage the design of new residential and commercial areas to foster pedestrian circulation. **Policy 2.4.** Create the maximum possible opportunities for bicycles as an alternative transportation mode and recreational use. **Policy 2.5.** Encourage non-motorized transportation through the provision of bicycle and pedestrian pathways.	**Consistent.** The project is an infill development and would involve the construction of 104 townhouse units in a residentially zoned area, which would contribute to the job and housing balance. The project would be within walking and biking distance of existing commercial uses, including several restaurants. In addition, the project is located adjacent to several City bus stops, providing access to the Teal, Pumpkin, and Express Line Routes. The project site's proximity to public transit and access to walking paths would encourage the use of the City's existing transit and other alternative transportation options for traveling to and from the site. Therefore, the project would be consistent with these policies of the Air Quality Element.

Source: City of Baldwin Park 2015

The project would not conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases. Therefore, potential impacts would be less than significant.

LESS-THAN-SIGNIFICANT IMPACT

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9 Hazards and Hazardous Materials

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less-than - Significant Impact	No Impact
Would the project:				
a. Create a significant hazard to the public or the environment through 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?	☐	☐	■	☐
c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within 0.25 mile of an existing or proposed school?	☐	☐	■	☐
d. Be located on a site that is included on a list of hazardous material sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	☐	☐	■	☐
e. For a project located in 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?	☐	☐	☐	■
f. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☐	■
g. Expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires?	☐	☐	■	☐

The analysis presented in this section is based on information provided in a Phase I Environmental Site Assessment (ESA) prepared for the project by Partner Engineering and Science, Inc. (Partner) in April 2025 (Appendix H).

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

Project construction would involve the use of potentially hazardous materials such as vehicle fuels and fluids that could be released should an accidental leak or spill occur. However, standard construction BMPs for the use and handling of such materials, such as the use of secondary containment, would be implemented to avoid or reduce the potential for such conditions to occur. Furthermore, any use of potentially hazardous materials utilized during construction of the project would be subject to all local, State, and federal regulations regarding the handling of potentially hazardous materials. The transport, use, and storage of hazardous materials during construction of the project would be subject to all applicable State and federal laws, such as the Hazardous Materials Transportation Act, Resource Conservation and Recovery Act, the California Hazardous Material Management Act, and the CCR Title 22. Therefore, project construction would not create a significant hazard to the public and environment through the routine transport, use, or disposal of hazardous materials and impacts would be less than significant.

Operation

Operation of the project would involve the use of common materials in the regular maintenance of multi-family residences and landscaping, including cleaning and degreasing solvents, fertilizers, and pesticides. In addition, specific chemicals, such as chlorine, would be stored on-site in small quantities within a secured enclosure for the maintenance of the community pool. Project operation activities would require minor quantities of such products and would not involve the use of extremely hazardous substances. Use and storage of chemicals would be subject to compliance with existing regulations, standards, and guidelines established by the federal, State, and local agencies related to storage, use, and disposal of hazardous materials. The transport, use, and storage of hazardous materials during operation of the project would be subject to all applicable State and federal laws, such as the Hazardous Materials Transportation Act, Resource Conservation and Recovery Act, the California Hazardous Material Management Act, and the CCR Title 22. Other than small quantities of materials used in the maintenance of the residential community, operation of the project would not involve the use or storage of substantial quantities of hazardous materials, nor would the project generate large quantities of hazardous waste. Therefore, operation of the project would not create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials and impacts would be less than significant.

LESS-THAN-SIGNIFICANT IMPACT

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

Construction

The project involves the construction of a 104-unit multi-family residential community which typically do not use or store large quantities of hazardous materials. Potentially hazardous materials such as fuels, lubricants, and solvents would be used during construction of the project. However,

the transport, use, and storage of hazardous materials during the construction of the project would be conducted in accordance with all applicable State and federal laws, including the Hazardous Materials Transportation Act, Resource Conservation and Recovery Act, the California Hazardous Material Management Act, and the California Code of Regulations, Title 22. As discussed in Section 3, *Air Quality*, construction of the project, and associated air pollutant emissions, would be temporary and would not result in air pollutant emissions that exceed the applicable thresholds at the nearest sensitive receptors. Impacts would be less than significant.

Operation

As described above, the project would involve the use of common materials in the regular maintenance of multi-family residences and landscaping, including cleaning and degreasing solvents, fertilizers, and pesticides and would involve storing small quantities of hazardous materials like pool chemicals. Compliance with applicable State and federal laws, such as the Hazardous Materials Transportation Act, Resource Conservation and Recovery Act, the California Hazardous Material Management Act, and California Code of Regulations Title 22, during project operations would further minimize risks to the public from the small quantities of common, household hazardous materials and waste that would be used and generated during operations. Therefore, the project is not anticipated to create a significant hazard to the public or environment through the upset and accident conditions involving the release of hazardous materials. Impacts would be less than significant.

LESS-THAN-SIGNIFICANT IMPACT

c. Would the project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within 0.25 mile of an existing or proposed school?

The project site includes two one-story school buildings associated with the Florence Flanner School on the western portion of the site. Thus, there are schools within 0.25-mile of the project site.

The transport, use, and storage of hazardous materials during the construction of the project would be conducted in accordance with all applicable State and federal laws, such as the Hazardous Materials Transportation Act, Resource Conservation and Recovery Act, the California Hazardous Material Management Act, and the CCR Title 22. Compliance with these regulations would reduce the potential of accidental spills or hazardous emissions during construction. In addition, as discussed in Section 3, *Air Quality*, construction of the project, and associated air pollutant emissions, would be temporary and would not result in air pollutant emissions that exceed the applicable thresholds at the nearest sensitive receptors. Furthermore, operation and maintenance of the project would likely only involve the use of common cleaning and landscape maintenance materials comparable to those materials already in use in the project site vicinity. The project would not regularly store or use significant quantities of hazardous materials, nor would it generate large quantities of hazardous waste. Therefore, the project would not emit hazardous emissions or handle hazardous or acutely hazardous materials that could result in significant impacts to schools within 0.25-mile of the project site. Impacts would be less than significant.

LESS-THAN-SIGNIFICANT IMPACT

d. Would the project be located on a site that is included on a list of hazardous material 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?

Government Code Section 65962.5 requires the California Environmental Protection Agency (CalEPA) to develop and update the "Cortese List." The California Department of Toxic Substance Control (DTSC) is responsible for a portion of the information contained in the Cortese List. In addition to reviewing the Cortese List, this analysis included a review of the following resources to provide potential hazardous material release information:

- SWRCB GeoTracker database
- DTSC EnviroStor database

According to GeoTracker, there are no cleanup program sites or Leaking Underground Storage Tank (LUST) cleanup sites within the project site, and 12 cleanup program sites and one LUST cleanup site within 0.25-mile of the project site (SWRCB 2025). According to EnviroStor, there are no cleanup sites within the project site or within 0.25-mile of the project site (DTSC 2025).

Cleanup Program Sites within 0.25-mile of the project site:

- Shasta Petroleum Corp. located at 1352 Virginia Avenue, which had a potential contaminant of concern for VOCs in an aquifer used for drinking water supply. The cleanup status is Open – Inactive as of 2015.
- Ed Smith Roofing located at 1360 Virginia Avenue, which had no potential contaminant of concern specified. The cleanup status is Completed – Case Closed as of 1996.
- Quality Sign located at 1406 Virginia Avenue, which has no potential contaminant of concern specified. The cleanup status is Open – Site Assessment as of 2024.
- Star Kleen Service located at 1406 Virginia Avenue, Suite 2, which has no potential contaminant of concern specified. The cleanup status is Completed – Case Closed as of 1991.
- Lopez Construction located at 1406 Virginia Avenue, Suite 10, which has no potential contaminant of concern specified. The cleanup status is Completed – Case Closed as of 1996.
- Lawrence Roll Up Doors, Inc. located at 1406 Virginia Avenue, which has no potential contaminant of concern specified. The cleanup status is Completed – Case Closed as of 1996.
- Golden Sign Co #3 located at 1406 Virginia Avenue, Suite 3, which has no potential contaminant of concern specified. The cleanup status is Completed – Case Closed as of 1996.
- Classic Rollers located at 1406 Viriginia Avenue, Suite 8, which has no potential contaminant of concern specified. The cleanup status is Completed – Case Closed as of 1991.
- Joe Wood Working located at 1414 Virginia Avenue, which had no potential contaminant of concern specified. The cleanup status is Completed – Case Closed as of 1996.
- R & G Enameling located at 1350 Vineland Avenue, which had a potential contaminate of concern for 1,1,1-trichloroethane (TCA), tetrachloroethylene (PCE), and trichloroethylene. The cleanup status is Open – Inactive as of 2024.
- Award Metals, Inc. located at 1450 Virginia Avenue, which had no potential contaminant of concern specified. The cleanup status is Completed – Case Closed as of 1996.
- Westcraft Studio located at 1472 Virginia Avenue, which has no potential contaminant of concern specified. The cleanup status is listed as Open - Site Assessment as of August 2025.

LUST Cleanup Site within 0.25-mile of the project site:

- Award Metals located 1450 Virginia Avenue, which had a potential contaminant of concern for diesel in soil. The cleanup status is Completed – Case Closed as of 2009.

As detailed above, there are no cleanup program sites or LUST cleanup sites within the project site as identified by GeoTracker and EnviroStor.

According to the Phase I ESA, the project site is located within the San Gabriel Valley (Area 2) superfund site which is one of four superfund sites addressing multiple areas of groundwater contamination in the San Gabriel Basin listen on the NPL in 1984 (Partner 2024). The superfund site includes groundwater contamination (chlorinated solvents) underlying portions of the cities of Azusa, Irwindale, Baldwin Park, West Covina, La Puente and Industry and is approximately 10 square miles. There were 17 contaminants of concern identified at the superfund site with the most prevalent contaminants in groundwater identified as trichloroethylene (TCE), tetrachloroethylene (PCE), carbon tetrachloride, perchlorate, n-nitrosodimethylamine (NDMA), and 1,4-dioxane. The contamination at the superfund site is believed to be the result of decades of improper chemical handling and disposal practices.

A remedy for the superfund site was implemented by USEPA in 1994 and updated in 1999 with extraction and treatment of groundwater for provision to water purveyors and distributors, as well as groundwater monitoring. This remedy has been found to be protective of human health and the environment by the USEPA, reducing the potential for exposure to contaminants. The groundwater contaminants have been and will continuously be removed and kept from further migration with the extraction and treatment systems. Based on the regulatory oversight from USEPA, ongoing extraction and treatment of contaminated groundwater, lack of use of groundwater as a drinking water source at the subject property, analytical data, lack of identification of the subject property as a responsible party or potential responsible party, and depth to groundwater in the vicinity of the subject property, no further action is needed with regard to the site and vapor intrusion is not expected to be an issue of concern in connection with the project site. Therefore, the superfund site would not create a significant hazard to the project site and the project. Impacts from hazard to the public or the environment would be less than significant.

LESS-THAN-SIGNIFICANT IMPACT

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?

The project site is located approximately 4.6 miles southeast of the San Gabriel Valley Airport and there are no private airstrips in the vicinity of the project site. Therefore, the project is not located within two miles of an airport and no impact from airport hazard or noise would occur.

NO IMPACT

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

The project site is not located along a designated evacuation route. The nearest designated evacuation route is Puente Avenue, located 800 feet southeast of the project site. The project would not modify Puente Avenue and would maintain evacuation route access.

Construction

During construction, temporary and occasional lane closures may be required on Le Borgne Avenue. However, two-way traffic and emergency access to the site would still be maintained at construction entry points. Project construction would not result in inadequate emergency access to the project site or surroundings.

Operation

During project operation, emergency response vehicles would be able to access the project site via the entrance on Le Borgne Avenue. Adequate access to the site would be provided via the entrance on Le Borgne Avenue, which would connect to the site's internal circulation network. The project would not modify existing roadways in the vicinity, other than by adding a new site access point, and would therefore not affect emergency vehicle use of area roadways. Furthermore, Los Angeles County Fire Department (LACFD) would review site plans and site construction prior to occupancy to ensure that required fire protection safety features, including building sprinklers and emergency access, are implemented. Therefore, the project would not impair implementation of or physically interfere with an adopted emergency response or evacuation plan. Potential impacts to adopted emergency response plan or emergency evacuation plan would be less than significant.

LESS-THAN-SIGNIFICANT IMPACT

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

A fire hazard severity zone (FHSZ) is a mapped area that designates zones (based on factors such as fuel, slope, and fire weather) with varying degrees of fire hazard (i.e., moderate, high, and very high). While FHSZs do not predict when or where a wildfire will occur, they do identify areas where wildfire hazards could be more severe and therefore are of greater concern. FHSZs are meant to help limit wildfire damage to structures through planning, prevention, and mitigation activities/requirements that reduce risk. The FHSZs serve several purposes: they are used to designate areas where California's wildland urban interface building codes apply to new buildings, they can be a factor in real estate disclosure, and they can help local governments consider fire hazard severity in the safety elements of their general plans.

The project site is in an urban area of Baldwin Park surrounded by roads and structures, including residential and commercial buildings, a plant nursery, and a channelized creek. Undeveloped wildland areas are not located near the project site. According to the California FHSZ Viewer, the project site is not located in a FHSZ or VHFHSZ for wildland fires (CALFIRE 2024). The nearest VHFHSZ is located approximately three miles southwest of the project site on the opposite side of SR-60 adjacent to I-605. Furthermore, LACFD would review site plans, site construction, and the actual structures prior to occupancy to ensure that required fire protection safety features, including building sprinklers and emergency access, are implemented. Therefore, the project would not expose people or structures to a significant risk of loss injury or death involving wildland fires. Impacts would be less than significant.

LESS-THAN-SIGNIFICANT IMPACT

10 Hydrology and Water Quality

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less-than - Significant Impact	No Impact
Would the project:				
a. Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	☐	☐	■	☐
b. Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	☐	☐	■	☐
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:				
(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?	☐	☐	■	☐
d. In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	☐	☐	■	☐
e. Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	☐	☐	■	☐

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

Compared to existing conditions, the project would decrease pervious site surfaces and increase existing stormwater flows off the site. Construction activities could result in soil erosion due to earth-moving activities such as excavation, grading, and soil stockpiling, which could result in water pollution in the form of sedimentation. Other water pollutants that could be generated during construction include trash, construction materials, and equipment fluids. Prior to initiation of construction, the project would be required to obtain coverage under a Construction General Permit to comply with Clean Water Act National Pollution Discharge Elimination System (NPDES) requirements, administered by the Los Angeles Regional Water Quality Control Board (LARWQCB). In addition, the project would be required to comply with the LARWQCB's Water Quality Control Plan (Basin Plan). Under the NPDES permit and Basin Plan, the project applicant would be required to eliminate or reduce non-stormwater discharges, develop and implement a Stormwater Pollution Prevention Plan (SWPPP) for project construction activities, and perform inspections of the stormwater pollution prevention measures and control practices to ensure conformance with the SWPPP. Further, the applicant would be required to implement all applicable source control Best Management Practices (BMPs) to reduce water-quality impacts as listed under the NPDES permit and the project's Low Impact Development (LID) Report. Non-structural source control BMPs for the project would include education for employees and occupants, activity restrictions, landscape irrigation practices, common area litter control, street sweeping, and drainage facility inspection and maintenance. Structural source control BMPs would include storm drain signage, roof runoff controls, and an infiltration system.

The project would also be required to comply with various sections of the BPMC that regulate water quality, including Chapter 52 (Storm Water and Urban Runoff Pollution Prevention) and measures outlined Chapter 153 (Zoning Code). The project would be subject to the provisions outlined in Chapter 52 as more than one acre of land would be disturbed (Baldwin Park 2024). Chapter 52 requires new development projects to integrate low impact development (LID) design principles to mimic predevelopment hydrology into project design. This could include features such as infiltration basins, evapotranspiration, or rainfall harvest and use. Chapter 52 also regulates permitted stormwater discharges, requiring measures such as retention basins, infiltration basins, and biofiltration.

As required by the BPMC and NPDES permit, construction activities on the project site would use a series of BMPs to reduce erosion and sedimentation and the construction contractor would be required to operate and maintain these controls throughout the duration of construction. In addition, the project includes the addition of permeable surface area that would improve infiltration and stormwater quality, as well as comply with all applicable local and federal stormwater drainage requirements. Further, compliance with regulatory requirements for operational LID features would be ensured through the City's standard plan check process prior to the issuance of building permits. Thus, the project would not violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality. Impacts would be less than significant.

LESS-THAN-SIGNIFICANT IMPACT

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

The project would receive its water service from the San Gabriel Valley Water Company (SGVWC), utilizes groundwater from 31 wells located in the Main San Gabriel Groundwater Basin and from four wells located in the Central Groundwater Basin (SGVWC 2025). The Main San Gabriel Groundwater Basin, SGVWC's primary source, is a subbasin of the Main Basin which is identified as a very low-priority basin partially because it is adjudicated (SGVWC 2021). As stated in the will-serve memo for the project, the SGVWC has sufficient water resources available to supply water service to the property (SGVWC 2024).

As discussed in Section 19, *Utilities and Service Systems,* the project's water demand would not substantially affect SGVWC's supplies. According to its 2020 Urban Water Management Plan (UWMP), SGVWC would be able to provide reliable water supplies for an average year, single dry year, and multiple dry years for its existing and planned supplies through 2045. SGVWC 's projected quantities of treated imported water supplies and/or local surface water supplies are based on historical long-term averages and available supplies during previous dry year conditions. In the event local treated surface water and/or treated imported water may be limited, San Gabriel has the flexibility to increase groundwater production from the Main Basin as well as the Central Basin through leasing of additional water rights. Consequently, it is anticipated San Gabriel will have sufficient water supplies available to meet projected demands (SGVWC 2021). In addition, the Main San Gabriel Groundwater Basin is an adjudicated basin, which limits the allowable annual extraction of groundwater annually and provides oversight and protection of groundwater quantity and quality within the basins. Therefore, operational water use associated with the project would not significantly deplete groundwater supplies or impede sustainable groundwater management of the Main San Gabriel Groundwater Basins.

The project site lies above the Main San Gabriel Groundwater Basin. The project site is currently partially developed with paved areas and minimal vegetation. While the project would increase the amount of impervious surface on the site compared to existing conditions, the project plans incorporate native landscaping, recreational facilities, and open space that would increase infiltration and groundwater recharge, thereby reducing the amount of surface runoff. Therefore, the project would not substantially interfere with groundwater recharge in the Main San Gabriel Groundwater Basin. Potential impacts would be less than significant.

LESS-THAN-SIGNIFICANT IMPACT

c.(i) Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would result in substantial erosion or siltation on- or off-site?

The project site is generally flat, with minimal elevation change across the site, and does not contain any streams, rivers, or other drainage features. The project would mass grade the entire property which would change the site's existing ground contours, thereby altering the existing drainage patterns interior to the project site. The project would include private drive aisles and parking spaces throughout the site. Based on current engineering design, the project would involve a connection to the existing storm drain inlet which feeds into the Walnut Creek storm drain system, as shown in the Conceptual Grading Plan. Proposed retaining curbs, gutters, and other street design features would manage stormwater until it is ultimately discharged either into Walnut Creek or

another permitted discharge location. During larger storm events, runoff would overflow out of the discharge pipe and out of the to the public right-of-way via the driveway to Millbury Avenue, following the historic drainage pattern. Although construction and operation would alter the existing drainage pattern on-site, stormwater flows generated on the project site would utilize existing storm drainage infrastructure and continue to be conveyed to Walnut Creek or to the public right-of-way of Millbury Avenue.

While development of the project site would decrease the amount of permeable surfaces compared to existing conditions, the project would incorporate native landscaping, recreational facilities, and open space. As listed under impact 10.a, the project would comply with the City's urban runoff requirements as stated in the BPMC and the NPDES permit, which would reduce the quantity and level of pollutants from runoff leaving the project site. Therefore, the project would not substantially alter the existing drainage pattern of the site or area in a manner which would result in substantial erosion or siltation on- or off-site. This impact would be less than significant.

LESS-THAN-SIGNIFICANT IMPACT

c.(ii) Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?

As described under impact 10.c.i, proposed grading and earthwork activities on the project site would alter the site's existing drainage patterns but would not substantially alter the drainage pattern of the local area. Activities during project construction, including earth-moving activities such as excavation, grading, and soil stockpiling, would alter elevation contours and thus drainage patterns on site. Project design features, such as the addition of new impervious surfaces in the form of surface parking, internal roadways, and walkways, could also alter on site drainage patterns. However, these on-site changes would not generate additional stormwater and would not contribute to substantial changes in off-site stormwater flows. Additionally, stormwater discharged from the project site would be conveyed into existing infrastructure, including the Walnut Creek storm drain system, and would not contribute to flooding risks. Therefore, implementation of the project would not substantially increase the rate or amount of surface water runoff discharged from the site in a manner that would result in flooding on- or off-site. Impacts would be less than significant.

LESS-THAN-SIGNIFICANT IMPACT

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

As described under impact 10.c.i, proposed grading and earthwork activities on the project site would alter the site's existing drainage patterns but would not substantially alter the drainage pattern of the local area. Furthermore, the project's storm drain system would be sized and designed in accordance with the County of Los Angeles Flood Control standards to ensure that project flows would be discharged from the site at a volume and rate that can be accommodated by existing and planned downstream storm drain facilities. Therefore, the project would not create or

contribute runoff which would exceed the capacity of any existing or planned stormwater drainage system and impacts would be less than significant.

As discussed under impact 10.a, the project would be required to comply with the City's urban runoff requirements as stated in the BPMC and with the requirements of NPDES, which identify BMPs to be incorporated into the project to ensure construction and operational activities of the project would not result in substantial amounts of polluted runoff. Therefore, with mandatory compliance with the BPMC, NPDES, the project would not create or contribute substantial additional sources of polluted runoff, and impacts would be less than significant.

NO IMPACT

c.(iv) Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would impede or redirect flood flows?

According to FEMA Flood Insurance Rate Map (FIRM) No. 06037C1700F, as made effective on September 26, 2008, the project site is located within Zone X (unshaded), which are areas of minimal flood hazard and not considered a special flood hazard area (FEMA 2008). Therefore, the project site is not expected to be inundated by flood flows and the project would not impede flood flows. Impacts would be less than significant.

NO IMPACT

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

The project site is not located near any major bodies of enclosed water and is located approximately 29 miles from the Pacific Ocean. Therefore, the site is not located in a seiche or tsunami zone. As described under impact *10.c.iv,* the site is within an area of minimal flood hazard (FEMA 2008).

The nearest inland water body subject to flooding or seiche impacts is the Santa Fe Dam and Reservoir, operated by the U.S. Army Corps of Engineers (USACE), located approximately three miles northeast of project site. According to the Safety Element of the Baldwin Park General Plan, failure of the Santa Fe Dam due to seismic activity has the potential to impact Baldwin Park and many other communities in the San Gabriel Valley. However, failure of this dam during a catastrophic event, such as a severe earthquake, is considered a very unlikely event due to the dam's method of construction; it has performed well in past earthquakes and failure is not expected to occur (Baldwin Park 2002b). Furthermore, the project does not involve storage or processing of pollutants other than minor quantities of typical household hazardous waste such as cleaning agents and landscaping maintenance materials, that could be released due to inundation should such an event occur. Therefore, potential impacts related to the release of pollutants due to project inundation would be less than significant.

LESS-THAN-SIGNIFICANT IMPACT

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

As discussed under impact 10.a., project-related construction and operational activities would be required to comply with LARWQCB's Basin Plan by preparing and adhering to a SWPPP. Implementation of the project would not conflict with or obstruct the Basin Plan and impacts would be less than significant. Additionally, as discussed under impact 10.b., the project would not substantially decrease groundwater supplies nor interfere substantially with regional groundwater recharge and therefore is not expected to conflict with or obstruct a sustainable groundwater management plan. Furthermore, SGVWC produces potable groundwater primarily from the Main San Gabriel Groundwater Basin, which is an adjudicated basin. Adjudicated basins are exempt from the 2014 Sustainable Groundwater Management Act (SGMA) requirement to develop a Groundwater Sustainability Plan because such basins already operate under a court-ordered water management plan to ensure long-term sustainability. No component of the project would obstruct or prevent implementation of the management plan for the Main San Gabriel Groundwater Basin. The SGVWC has indicated it has sufficient supplies to service the project. Therefore, the project's construction and operation would not conflict with any sustainable management plan. Impacts would be less than significant.

LESS-THAN-SIGNIFICANT IMPACT

11 Land Use and Planning

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less-than - Significant Impact	No Impact
Would the project:				
a. Physically divide 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?	☐	☐	■	☐

a. Would the project physically divide an established community?

The project site is currently occupied by two one-story school buildings associated with Florence Flanner School, a paved driveway and surface parking, a paved basketball court, vegetated open space areas, concrete, dirt, and vegetation. Regional vehicular access to the site is provided by I-10) and I-605. The project site is locally accessible by Millbury Avenue and Barrydale Street. Regional mass transit service is provided by Metrolink, with the closest train stop being the Baldwin Park Metrolink Station on Railroad Street located 1.6 miles northeast of the project site. Pedestrians would be able to access the project site via the sidewalks along Millbury Avenue and Le Borgne Avenue. The project site is currently partially developed, and the site is immediately surrounded by single-family and multi-family residential uses, commercial uses, and a plant nursery and the Walnut Creek Channel to the northwest. The project would not include the implementation of any large linear features and would not develop existing residential areas. The project would not result in the division of an established community. Therefore, no impact would occur.

NO IMPACT

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

As described in Section 1, *Aesthetics*, the project site currently has a zoning designation of Open Space (OS) and a General Plan Land Use Designation of Public Facilities (PF). The Project Applicant is requesting a re-zoning of the planned parcel to High Density Multi-Family Residential (R-3) and a change in land use designation to Multi-Family Residential (MFR). These changes permit residential development with a maximum residential density of 20 dwelling units per acre (Baldwin Park 2023).

With these changes, development of the project would comply with all applicable policies and regulations contained within the City of Baldwin Park General Plan and BPMC, including the zoning code contained within. Once the requested land use designation changes are applied, the project would be consistent with the allowed uses described within the Zoning Code. Similarly, the project would be consistent with a number of goals, policies, and regulations contained within the General Plan and BPMC. The 2021-2029 Housing Element of the General Plan outlines a number of goals

including emphasizing sustainability with a focus on adaptive reuse and prioritizing usable open space in new developments; the project would support the attainment of both goals. Similarly, the project would be consistent with the following policies contained within the Housing Element of the General Plan:

> **Policy H3.1:** Provide for a range of residential development types in Baldwin Park, including low density single-family homes, small lot single-family subdivisions, medium-density townhomes, and higher-density apartments and condominiums.
>
> **Policy H3.3:** Maintain consistency between General Plan land use policies and the Zoning Code.
>
> **Policy H3.4:** Continue to provide opportunities for infill housing development in R-3 zones.
>
> **Policy H3.5:** Promote mixed-use and higher-density housing in close proximity to commercial areas and transportation routes for accessibility to services.
>
> **Policy H3.6:** Encourage infill development and recycling of land to provide adequate residential sites and support the assembly of small vacant or underutilized parcels to enhance the feasibility of infill development.
>
> **Policy H5.2:** Encourage housing for low- and moderate-income households to be located in many different locations and not concentrated in any single portion of the City.

Development Standards for the R-3 Zone can be found in Section 153.040 of the zoning code and include requirements and restrictions for lot size, setbacks, open space, density, building dimensions, and floor area. Design Standards for multi-family residential land uses can be found in Section 153.135 of the zoning code and include requirements and restrictions for site and building design. The zoning code also contains provisions related to site planning and general development standards, performance standards, off-street parking, and landscaping standards. The project's compliance with applicable zoning code regulations would be assured during the City's standard mandatory plan check prior to the issuance of building permits.

No significant environmental impact would occur from a conflict with an applicable land use policy, plan, or regulation. As disclosed throughout this IS-MND, all project impacts would be reduced to less-than-significant levels after mitigation; therefore, the project would not cause a significant environmental impact due to conflict with any goals, objectives, and policies of applicable land use plans, including SCAQMD's AQMP and SCAG's 2024-2050 RTP/SCS, as discussed herein. Impacts would be less than significant.

LESS-THAN-SIGNIFICANT IMPACT

12 Mineral Resources

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less-than - Significant Impact	No Impact
Would the project:				
a. Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	☐	☐	☐	■
b. Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?	☐	☐	☐	■

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

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

The California Surface Mining and Reclamation Act of 1975 (SMARA) was enacted to promote conservation and protection of significant mineral deposits. According to the California Department of Conservation Mineral Land Classification Maps, the project site is within an area classified as Mineral Resource Zone (MRZ)-2 and designated for PCC-Grade Aggregate, which indicates that the project site contains identified mineral resources (DOC 2010). However, the project site has not historically been used for mineral resource recovery and is in an urban area primarily developed with residential and commercial land uses. Therefore, the project site and surrounding area are not used for or compatible with mineral deposit recovery. In addition, according to the California Geologic Energy Management Division (CalGEM), there are no active oil extraction-sites in the vicinity of the project site (DOC 2023). Given the existing conditions of the project site and surrounding area, the project would not result in the loss of availability of a known mineral resource, and no impact would occur.

NO IMPACT

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13 Noise

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less-than - Significant Impact	No Impact
Would the project result in:				
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?	☐	■	☐	☐
b. Generation of excessive groundborne vibration or groundborne noise levels?	☐	☐	■	☐
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?	☐	☐	☐	■

Overview of Noise and Vibration

Noise

Sound is a vibration that transmits through a medium (such as a gas, liquid, or solid) created by a moving or vibrating source, which is capable of being detected by the hearing organs. Noise is defined as sound that is loud, unpleasant, unexpected, or undesired, and may therefore be classified as a more specific group of sounds. The effects of noise on people can include general annoyance, interference with speech communication, sleep disturbance, and, in the extreme, hearing impairment (California Department of Transportation [Caltrans] 2013).

Noise levels are commonly measured in decibels (dB) using the A-weighted sound pressure level (dBA). The A-weighting scale is an adjustment to the actual sound pressure levels so that they are consistent with the human hearing response, which is most sensitive to frequencies around 4,000 hertz (Hz) and less sensitive to frequencies around and below 100 Hz (Kinsler et al. 1999). Decibels are measured on a logarithmic scale that quantifies sound intensity in a manner similar to the Richter scale used to measure earthquake magnitudes. A doubling of the energy of a noise source, such as the doubling of vehicle traffic volumes, results in a noise level increase of 3 dB, whereas dividing the energy in half results in a 3 dB decrease (Crocker 2007).

Human perception of noise has no simple correlation with sound energy (i.e., the perception of sound is not linear in terms of dBA or in terms of sound energy). Two sources, each containing the same sound energy, do not “sound twice as loud” as one source. It is widely accepted that the

average healthy human ear can detect changes (either increases or decreases) of 3 dBA, which is recognized as being barely perceptible to most people. Similarly, a change of 5 dBA is readily perceptible and a change of 10 dBA sounds twice (or half) as loud (Crocker 2007).

The level and frequency content of sound change as it travels from the source to a receiver. The most obvious change is the decrease in level as the distance from the source increases. The manner by which sound is reduced with distance depends on factors, such as the type of source (e.g., a point or line source), the path the sound travels, site conditions, and the presence of intervening structures or other obstacles. Noise from a point source (e.g., construction equipment, industrial machinery, ventilation units) typically is reduced at a rate of 6 dBA per each doubling of distance away from the source. Noise from a line source (e.g., roadway, pipeline, railroad) typically is reduced at a rate of 3 dBA per each doubling of distance away from the source (Caltrans 2013). The propagation of noise is also affected by the absorption characteristics of the ground: a hard site, such as a parking lot or smooth body of water, provides no absorption/attenuation and the changes in noise levels with distance result simply from the geometric spreading of the source (i.e., 3 or 6 dBA reduction per doubling of distance for a point source or line source, respectively). Conversely, a soft site, such as soft dirt, grass, or scattered bushes and trees, may provide additional absorption/attenuation, potentially reducing noise levels an additional 1.5 dBA per doubling of distance away from the source (Caltrans 2013). Noise levels may also be reduced by intervening structures. The amount of reduction provided by the "shielding" of these features depends on the size of the structure/s, the location of the structure/s relative to the noise source and receivers, and the frequency content of the noise levels. Natural terrain features, such as hills and dense woods, and man-made features, such as buildings and walls, can significantly alter noise levels. Generally, any large structure blocking the line of sight between a noise source and receiver will provide at least a 5 dBA reduction in source noise levels at the receiver (Federal Highway Administration [FHWA] 2011). The presence of building structures can substantially reduce noise levels from the exterior to the interior as well. The FHWA's guidelines indicate that modern building construction generally provides an exterior-to-interior noise level reduction of 20 to 35 dBA with closed windows.

Descriptors

The impact of noise is not a function of loudness alone. The time of day at which noise occurs and the duration of the noise are also important factors when considering potential noise impacts. Most noise that lasts for more than a few seconds is variable in its amplitude (i.e., the noise level continuously fluctuates over time). Consequently, a variety of noise descriptors have been developed. One of the most frequently used noise metrics is the equivalent continuous sound level (L_{eq}), which considers both duration and the sound power level of the source. L_{eq} is defined as the single steady A-weighted level equivalent to the same amount of energy as that contained in the actual fluctuating levels over time. The extent of sound level fluctuations over a period of time is characterized by the minimum (L_{min}) and maximum (L_{max}) sound pressure levels, which represent the lowest and highest sound pressure levels measured during a given period, respectively.

The sound level that is exceeded "n" percent of time during a given sample period in the percentile noise level is represented as L_n. For example, the L_{50} level is the statistical indicator of the time-varying noise signal that is exceeded 50 percent of the time (during each sampling period); that is, half of the sampling time, the changing noise levels are above this value and half of the time they are below it. This is called the "median sound level." The L_{10} level, likewise, is the value that is exceeded 10 percent of the time (i.e., near the maximum), and this is often known as the "intrusive sound level." The L_{90} is the sound level exceeded 90 percent of the time and is often considered the "effective background level" or "residual noise level."

Noise that occurs at night tends to be more disturbing than noise that occurs during the day. Community noise is usually measured using the Day-Night Average Level (L_{dn}), which is the 24-hour average noise level with a +10 dBA penalty for noise occurring during nighttime hours (10:00 p.m. to 7:00 a.m.) hours. It is also measured using the Community Noise Equivalent Level (CNEL), which is the 24-hour average noise level with a +5 dBA penalty for noise occurring during evening hours (7:00 p.m. to 10:00 p.m.) and a +10 dBA penalty for noise occurring during nighttime hours (10:00 p.m. to 7:00 a.m.) (Caltrans 2013). Noise levels described by the L_{dn} and CNEL usually differ by about 1 dBA. The relationship between the peak-hour L_{eq} value and the L_{dn}/CNEL depends on the distribution of traffic during the day, evening, and night.

Groundborne Vibration

Groundborne vibration of concern in environmental analysis consists of the oscillatory waves that move from a source through the ground to adjacent structures. The number of cycles per second of oscillation makes up the vibration frequency, described in terms of Hz. The frequency of a vibrating object describes how rapidly it oscillates. The normal frequency range of most groundborne vibration that can be felt by the human body ranges between less than 1 Hz to 200 Hz (Crocker 2007).

While people have varying sensitivities to vibrations at different frequencies, in general they are most sensitive to low-frequency vibration. Vibration in buildings, such as that from nearby construction activities, may cause windows, items on shelves, and pictures on walls to rattle. Vibration of building components can also take the form of an audible low-frequency rumbling noise, referred to as groundborne noise. Groundborne noise is usually only a problem when the originating vibration spectrum is dominated by frequencies in the upper end of the range (60 to 200 Hz), or when foundations or utilities, such as sewer and water pipes, physically connect the structure and the vibration source (Federal Transit Administration [FTA] 2018). Although groundborne vibration is sometimes noticeable in outdoor environments, it is almost never annoying to people who are outdoors. The primary concern of vibration is that it can be intrusive and annoying to building occupants and vibration-sensitive land uses.

Vibration amplitudes are usually expressed in peak particle velocity (PPV), or root mean squared (RMS) vibration velocity. The PPV and RMS velocity are normally described in inches per second (in/sec). PPV is defined as the maximum instantaneous positive or negative peak of a vibration signal. PPV is often used in monitoring of blasting vibration because it is related to the stresses that are experienced by buildings (Caltrans 2020).

Existing Noise Environment

Sensitive Receptors

Noise exposure goals for various types of land uses reflect the varying noise sensitivities associated with those uses. Noise exposure goals for various types of land uses reflect the varying noise sensitivities associated with those uses. Sensitive land uses identified in the Noise Element of the City of Baldwin Park 2020 General Plan include, but are not limited to, "…residential neighborhoods, schools, hospitals, convalescent homes, long-term medical or mental care facilities, and any other land use area deemed noise-sensitive by City decision makers" (City of Baldwin Park 2002b). Additional noise-sensitive land uses not identified in the City's General Plan typically also include transient lodging (i.e., hotels and motels), libraries, and places of worship.

The nearest noise-sensitive receptors include adjacent mobile homes and condominiums located along the northeastern project site boundary, adjacent single-family residences located along the southern project site boundary, and the Florence Flanner School located adjacent to the western project site boundary. Additional sensitive receptors include the single-family residences located further south of the project site.

Project Site Noise Setting

The City of Baldwin Park General Plan does not establish noise contours in the vicinity of the project site. The most prevalent source of noise in the project site vicinity is vehicular traffic along I-10 and Francisquito Avenue, the largest roadways near the project site. The existing noise environment at the project site was estimated using a version of the FHWA traffic noise prediction model (FHWA-RD-77-108) using annual average daily traffic (AADT) and truck percentage data from Caltrans and the City's General Plan Final EIR. Based on Caltrans 2022 data, I-10 has an AADT volume of 182,000 vehicles near Francisquito Avenue (Caltrans 2022). Based on roadway data for the year 2020 contained in the City's General Plan Final EIR, the segment of Francisco Avenue east of Maine Avenue has an AADT volume of 35,200 vehicles (City of Baldwin Park 2002a). At 50 feet from the roadway centerline, I-10 produces a noise level of approximately 87 dBA CNEL, while Francisquito produces a noise level of approximately 73 dBA CNEL. Based on this information, the combined noise level produced by both roadways at the northeastern corner of the project site is approximately 67 dBA CNEL, while the combined noise level at the southwestern corner of the project site is approximately 64 dBA CNEL. Therefore, the existing noise environment at the project site is estimated to range between 64 and 67 dBA CNEL.

Significance Thresholds

The following sections discuss the applicable thresholds used for evaluating the proposed project's noise impacts.

Operational Noise

CITY OF BALDWIN PARK MUNICIPAL CODE

The BPMC establishes regulations intended to prohibit unnecessary, excessive, and annoying noise within the City. Sections 130.30 through 130.44 of the BPMC contain these noise regulations.

BPMC Section 130.34(A) states that it is unlawful to make, cause, or allow noise to exceed the limits shown in Table 24, as measured on a receiving property within the City limits.

Table 24 City of Baldwin Park Noise Standards

Zone	Daytime (7:00 a.m. to 10:00 p.m.)	Nighttime (10:00 p.m. to 7:00 a.m.)
R-1[1]	55 dBA	45 dBA
R-G[2] and R-3[3]	60 dBA	55 dBA
Commercial	65 dBA	60 dBA
Industrial	70 dBA	70 dBA

[1] Per Section 153.040.010 of the BPMC, R-1 zoning indicates "Single-Family Residential Zones."

[2] Per Section 153.040.010 of the BPMC, R-G zoning indicates "Garden Multi-Family Residential Zones."

[3] Per Section 153.040.010 of the BPMC R-3, zoning indicates "High Density Multi-Family Residential Zones."

Source: BPMC, Section 130.34(A)

Furthermore, Section 130.34(B) provides corrections to the noise limits shown in Table 24 based on certain characteristics of the noise. These corrections are presented below in Table 25.

Table 25 City of Baldwin Park Corrections to Noise Limits

Noise Condition	Correction (in dB)
Repetitive impulsive noise, pure tones and sound with cyclically varying amplitude	-5
Steady whine, screech or hum	-5
Noise occurring more than 5 but less than 15 minutes per hour	+2
Noise occurring more than 1 but less than 5 minutes per hour	+5
Noise occurring less than 1 minute per hour	+7

Source: City of Baldwin Park Municipal Code, Section 130.34(B)

The noise thresholds described above were used to evaluate the project's operational noise impacts upon the adjacent mobile home properties located to the north and northeast of the project site, which are zoned R-3 (multi-family residential). The above thresholds were also used to evaluate the project's operational noise impacts upon the adjacent Florence Flanner School to the west of the project site, which is located in the City of Baldwin Park limits and zoned as Open Space. Due to the absence of a noise threshold for Open Space zones, noise impacts upon the Florence Flanner School were conservatively evaluated to the City's noise thresholds for single-family residential zones (i.e., R-1 zones).

Construction Noise

CITY OF BALDWIN PARK MUNICIPAL CODE

The BPMC addresses construction noise in Section 130.37(E), stating that is unlawful for any person within a residential zone, or within a radius of 500 feet therefrom, to operate equipment or perform any outside construction or repair work on buildings, structures, or projects or to operate any piledriver, power shovel, pneumatic hammer, derrick, power hoist, or any other construction type device (between the hours of 7:00 p.m. of one day and 7:00 a.m. of the next day) in such a manner that a reasonable person of normal sensitiveness residing in the area is caused discomfort or annoyance unless beforehand a permit therefor has been duly obtained from the Department of Public Works.

FEDERAL TRANSIT ADMINISTRATION TRANSIT NOISE AND VIBRATION IMPACT ASSESSMENT MANUAL

The City of Baldwin Park does not establish a quantitative threshold for evaluating construction noise impacts; therefore, the limits recommended by the FTA in the *Transit Noise and Vibration Impact Assessment Manual* (FTA 2018) are applicable to the project. This document provides criteria for assessing construction noise impacts based on the potential for adverse community reaction based on the type of affected land use. These construction noise limits are shown in Table 26.

Table 26 FTA Construction Noise Criteria

	L_{eq}, equip (8-hour), dBA	
Land Use	**Day (7:00 a.m. to 10:00 p.m.)**	**Night (10:00 p.m. to 7:00 a.m.)**
Residential	80	70
Commercial	85	85
Industrial	90	90

dBA = A-weighted decibels; L_{eq} = equivalent noise level
Source: FTA 2018

Based on the noise thresholds shown in Table 26, noise impacts associated with construction of the project would be considered significant if noise levels were to exceed 80 dBA L_{eq} (8-hour) at nearby noise- sensitive land uses.

Traffic Noise

The City of Baldwin Park does not establish a quantitative threshold for evaluating traffic noise impacts. Therefore, a significance threshold of 3 dBA was used to evaluate traffic noise impacts associated with operation of the project, as this is the minimum change in noise level that is perceptible to the average human ear (Crocker 2007).

Vibration

FEDERAL TRANSIT ADMINISTRATION TRANSIT NOISE AND VIBRATION IMPACT ASSESSMENT MANUAL

The BPMC does not establish a quantitative vibration threshold; therefore, the vibration limits used in this analysis are based on criteria in the FTA's *Transit Noise and Vibration Impact Assessment Manual* (FTA 2018). These criteria establish limits at which minor architectural (i.e., non-structural) damage may occur to structures of various construction types and are presented in Table 27.

Table 27 Criteria for Vibration Damage Potential

Building Category	PPV (in/sec)
I. Reinforced concrete, steel, or timber (no plaster)	0.5
II. Engineered concrete and masonry (no plaster)	0.3
III. Nonengineered timber and masonry buildings	0.2
IV. Buildings extremely susceptible to vibration damage	0.12

PPV = peak particle velocity; in/sec = inches per second
Source: FTA 2018

Based on the values shown in Table 27, limiting vibration levels to below 0.2 in/sec PPV at nearby residential structures would prevent structural damage regardless of building construction type. Therefore, construction vibration impacts would be significant if vibration levels exceed 0.2 in/sec PPV at nearby offsite residential structures or 0.3 in/sec PPV at the Florence Flanner School building.

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

Construction Noise

Temporary noise levels caused by construction activity would be a function of the noise generated by construction equipment, the location and sensitivity of nearby land uses, and the timing and duration of noise-generating activities. For a construction noise assessment, construction equipment can operate in two modes: stationary and mobile. As a rule, stationary equipment operates in a single location for one or more days at a time, with either fixed-power operation (e.g., pumps, generators, and compressors) or variable-power operation (e.g., pile drivers, rock drills, and pavement breakers). Conversely, mobile equipment moves around the construction site with power applied in cyclic fashion, such as bulldozers, graders, and loaders (FTA 2018). Noise impacts from stationary equipment are assessed from the center of the equipment, while noise impacts from mobile construction equipment are assessed from the center of the equipment activity area (e.g., construction site).

Construction noise was estimated using the Federal Highway Administration's (FHWA) Roadway Construction Noise Model (RCNM) (FHWA 2006). RCNM predicts construction noise levels for a variety of construction operations based on empirical data and the application of acoustical propagation formulas. Using RCNM, construction noise levels were estimated at noise sensitive receptors near the project site based on the equipment list provided by the project applicant. RCNM provides reference noise levels for standard construction equipment, with an attenuation of 6 dBA per doubling of distance for stationary equipment, as is characteristic of "point" sources of noise.

Construction activity would result in temporary noise in the project area, exposing surrounding sensitive receptors to increased noise levels. Typical construction projects have long-term noise averages that are lower than louder short-term noise events due to equipment moving from one point to another on the site, work breaks, and idle time. Each phase of construction has a specific equipment mix depending on the work to be carried out during that phase. Accordingly, each phase also has its own noise characteristics; some will have higher continuous noise levels while others may have higher instantaneous noise levels. The maximum hourly L_{eq} of each phase is determined by combining the L_{eq} contributions from each piece of equipment used in that phase (FTA 2018). Construction of the project would involve demolition, site preparation, grading, building construction, and architectural coating phases. Noise levels associated with each phase of construction were estimated based on the equipment list provided by the project applicant. Construction activities would be mobile and would, therefore, be conducted in various areas of the project site depending on the scope of work to be carried out during each phase. To account for the mobile nature of construction activities, each construction phase was evaluated based on the closest location that equipment would be expected to operate for extended periods of time relative to nearby sensitive receptors. For each phase, it is assumed that the two loudest pieces of equipment would be operating simultaneously in the primary work location of that phase.

Construction noise levels at sensitive receptors near the project site during each phase of construction are shown in Table 28.

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Table 28 Estimated Construction Noise Levels at Sensitive Receptors During Each Phase of Construction

Construction Phase	Work Location	Nearby Sensitive Receptor	Distance to Sensitive Receptor (feet)	Noise Level at Sensitive Receptor (dBA L_{eq}[8-hour])	Applicable Noise Threshold (dBA L_{eq} [8-hour])	Exceeds Threshold?
Demolition	Near southwestern corner of project site	Single-family residences to south (along Millbury Avenue)	100	73	80	No
		Florence Flanner School	100	73	80	No
		Mobile homes/condominiums to east	415	61	80	No
		Multi-family housing at 1510 Vineland Avenue[1]	730	56	80	No
Site Preparation	Along eastern project site boundary	Mobile homes/condominiums to east	25	88	80	**Yes**
	Along southern project site boundary	Single-family residences to south (along Millbury Avenue)	25	88	80	**Yes**
	Along western project site boundary	Florence Flanner School	25	88	80	**Yes**
	Near northeastern project site boundary	Multi-family housing at 1510 Vineland Avenue[1]	335	66	80	No
Grading	Along eastern project site boundary	Mobile homes/condominiums to east	25	90	80	**Yes**
	Along southern project site boundary	Single-family residences to south (along Millbury Avenue)	25	90	80	**Yes**
	Along western project site boundary	Florence Flanner School	25	90	80	**Yes**
	Near northeastern project site boundary	Multi-family housing at 1510 Vineland Avenue[1]	335	68	80	No
Building Construction	Along eastern project site boundary	Mobile homes/condominiums to east	25	89	80	**Yes**
	Along western project site boundary	Florence Flanner School	30	87	80	**Yes**
	Along southern project site boundary	Single-family residences to south (along Millbury Avenue)	40	84	80	**Yes**
	Near northeastern project site boundary	Multi-family housing at 1510 Vineland Avenue[1]	335	66	80	No
Paving	At western project site boundary	Florence Flanner School	20	91	80	**Yes**
	Near southeastern project site boundary	Mobile homes/condominiums to east	27	89	80	**Yes**
	Near southwestern project site boundary	Single-family residences to south (along Millbury Avenue)	35	87	80	**Yes**
	Near northeastern project site boundary	Multi-family housing at 1510 Vineland Avenue[1]	320	67	80	No

dBA = A-weighted decibels; L_{max} = maximum sound level

[1] Note that while this sensitive receptor is zoned as Industrial Commercial, it is a multi-family use and was evaluated according to the FTA's residential noise limit.

See Appendix I for construction noise modeling results.

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As shown in Table 28, construction noise levels are expected to reach up to 91 dBA L_{eq} (8-hour) at the Florence Flanner School and 90 dBA L_{eq} (8-hour) at the nearest single-family residences located to the south and the nearest mobile homes/condominiums located to the east of the project site, which would exceed the applicable FTA construction noise limits. Temporary noise impacts associated with construction of the project would be potentially significant.

Construction activities would occur between 7:00 a.m. and 6:00 p.m. as permitted by the BPMC. Construction activities would typically occur Mondays through Fridays. It is possible that additional work may occur on Saturdays, subject to scheduling demands.

Operational Noise

Operational noise generated by the project would include onsite stationary noise sources such as a park, dog park, and heating, ventilation, and air conditioning (HVAC) equipment and offsite mobile noise sources such as vehicle traffic to and from the project site. These operational noise sources and their expected noise impacts are discussed further in the following sections.

Onsite Stationary Noise Sources

PARK

The project would include a park near the southwestern corner of the project site, situated approximately 150 feet northwest of the intersection of Le Borgne Avenue and Millbury Avenue and adjacent to the rear yards of single-family residential properties located along Millbury Avenue. Recreational use of the park would generate noise at these adjacent receptors. It is assumed that use of the park would occur only during daytime hours (i.e., between 7:00 a.m. and 10:00 p.m.). Noise generated by use of the park was calculated at these adjacent receptors based on reference noise level measurements and distances to the property lines of these adjacent receptors. Based on reference noise measurement data of outdoor playgrounds, use of an outdoor play area produces a noise level of approximately 68 dBA at one meter (three feet) away (Scannell 2006). Noise produced by recreational use of the park was assumed to emit from the center of the activity/seating area shown on the site plan (situated approximately 55 feet from the southern project property line) and operate as a point source of noise, which has a characteristic noise reduction of 6 dBA per doubling of distance away from the source.

At a distance of 55 feet, this noise level would attenuate to approximately 43 dBA at the southern project property line, which would not exceed the City's daytime noise limit of 55 dBA. Therefore, noise impacts associated with the project's park would be less than significant.

DOG PARK

The project would include a dog park located at the northwestern corner of the project site. The dog park would be situated approximately 60 feet from the western project boundary adjoining the adjacent Florence Flanner School property. It is assumed that the dog park would only be operational during daytime hours (i.e., between 7:00 a.m. and 10:00 p.m.). Noise levels associated with the proposed dog park were based on reference data collected previously for noise studies conducted according to the *CEQA guidelines*. Based on previous noise measurement data, use of dog parks generated noise levels up to approximately 58 dBA L_{eq} at a distance of 25 feet when between 5 and 11 dogs were present (GEPermit 2019).

At a distance of 60 feet, noise levels associated with the proposed dog park would attenuate to approximately 50 dBA L_{eq} at the western project boundary (adjacent to the Florence Flanner School property), which would not exceed the City's daytime noise limit of 55 dBA. Furthermore, the project would include two townhouses located adjacent and to the west of the dog park, which would be located between the dog park and western project boundary. The presence of these townhouses would provide additional noise reduction at the nearest property line to the west, further reducing noise levels generated by the dog park. Therefore, noise associated with the project's dog park would not exceed the City's daytime noise limit of 55 dBA at nearby sensitive receptors, and noise impacts associated with the project's dog park would be less than significant.

HVAC EQUIPMENT

The project would include exterior HVAC equipment located throughout the project site. Specifications for the project's HVAC equipment are not yet known; therefore, reference noise levels generated by the project's HVAC equipment were based on the use of a typical HVAC system for residential applications: a 2.5-ton Carrier 24ABA4030 unit, which produces a noise level of 68 dBA L_{eq} at a distance of three feet (see Appendix I for equipment specification sheets). Based on the site plan, HVAC equipment is assumed to be located at the center of the rectangular outlined areas connected to the ends of each row of townhouses, and the HVAC equipment that would generate the highest noise levels would be those associated with the townhomes located along the eastern and southern project site boundaries. The equipment may be located as close as approximately 40 and 55 feet from the eastern and southern project site boundaries, respectively. HVAC equipment is conservatively assumed to operate at full power continuously during both daytime and nighttime hours; therefore, the stricter nighttime noise threshold was used to evaluate HVAC noise impacts.

At a distance of 40 feet, the noise level generated by HVAC equipment at the eastern project site boundary would be approximately 46 dBA, which would not exceed the City's nighttime noise threshold of 55 dBA for multi-family residential (R-3) properties. At 55 feet away from the equipment, the noise level generated at the southern project site boundary would be approximately 43 dBA, which would not exceed the City's nighttime noise threshold of 45 dBA for single-family residential (R-1) properties. Therefore, noise impacts associated with the project's HVAC equipment would not exceed the City's noise thresholds and operational noise impacts associated with the project's HVAC equipment would be less than significant.

COMBINED ONSITE STATIONARY NOISE LEVELS

The project's onsite stationary noise sources may operate simultaneously and combine to increase operational noise levels at nearby sensitive receptors. Due to the proximity to the adjacent single-family residences located to the south of the project site, the proposed park and HVAC equipment along the southern project boundary would represent the project's greatest expected combined noise impacts to nearby sensitive receptors. To determine the combined noise impacts from these sources, the combined noise levels from use of the park and operation of HVAC equipment along the southern project boundary were calculated at the adjacent single-family residential properties to the south. It is assumed that the park would be used only during typical daytime hours, while HVAC units may operate during both daytime and nighttime hours; therefore, combined operation of the project's onsite stationary noise sources would occur only during daytime hours. When accounting for the simultaneous operation of HVAC equipment and use of the park, the combined noise level at the nearest residential property line to the south would be approximately 46 dBA, which would not exceed the City's daytime noise limit of 55 dBA properties zoned "R-1." Therefore,

combined noise impacts associated with the project's onsite stationary noise sources would be less than significant.

Offsite Mobile Noise Sources (Traffic Noise)

Operation of the project would include offsite mobile sources of noise in the form of additional vehicle trips on nearby roadways (primarily Millbury Avenue and Barrydale Street) due to residents and visitors traveling to and from the project site. These project-associated vehicle trips would increase noise levels along these roadways. To assess the increase in noise levels along these roadways, existing traffic volumes are compared with expected project-generated vehicle trips. Existing daily vehicle trips on these roadways were based on data provided by Replica for the year 2023 during a typical weekday. Based on data provided by Replica, Millbury Avenue has 1,030 daily vehicle trips while Barrydale Street has 1,114 daily vehicle trips (Replica 2023). As discussed in the Transportation Impact Analysis prepared for the project by Fehr & Peers (Appendix K), the project would generate approximately 702 daily weekday trips during operation. Table 29 shows a comparison of existing and project-generated daily vehicle trips used in this analysis.

Table 29 Comparison of Existing and Project-Generated Daily Vehicle Trips

Roadway Segment	Existing Daily Vehicle Trips[1]	Project-Generated Daily Vehicle Trips	Existing + Project-Generated Daily Vehicle Trips
Millbury Avenue	1,030	702	1,732
Barrydale Street	1,114		1,816

[1] Existing daily trip volume obtained from Replica for the year 2023 on a typical weekday (Thursday).

[2] All Project trips are based on maximum number of one-way trips expected per day.

Source: Replica 2023

An increase of 702 vehicles on Millbury Avenue and Barrydale Street would result in noise increases of approximately 2.3 and 2.1 dBA, respectively, which would not exceed the significance threshold of 3 dBA. Therefore, noise impacts associated with the project's offsite mobile noise sources (i.e., traffic) would be less than significant.

Mitigation Measures

NOI-1 Construction Noise Management Plan

Prior to the start of ground-disturbing activities, a Construction Noise Management Plan shall be submitted to and approved by the City's Department of Public Works. The Construction Noise Management Plan shall include the following:

- Prior to the initiation of construction activities at the project site, the contractor shall install temporary noise barriers/blankets between the construction boundary and nearby sensitive receptors. More specifically, temporary noise barriers/blankets shall be installed along the eastern, southern, and western project property lines. Barriers shall be constructed with a solid material that have a density of at least one pound per square foot with no gaps from the ground to the top of the barrier and be lined on the construction side with acoustical blanket, curtain, or equivalent absorptive material with a sound transmission class (STC) [4] rating of 32 or higher.

[4] The sound transmission class (STC) rating is a measure of the noise reduction of a particular partition (i.e., wall, window, door). Generally, the higher the STC rating, the greater the noise reduction and vice versa.

  - For temporary barriers along the southern and western project property lines, barriers/blankets shall have a minimum height of 10 feet to block the line of sight between the construction source and adjacent sensitive receptors located to the south and west.
  - For temporary barriers along the eastern project property lines, barriers/blankets located in between the project site and adjacent mobile homes shall have a minimum height of 10 feet to block the line of sight between the construction source and adjacent sensitive receptors located to the south and west. Barriers/blankets located in between the project site and adjacent condominiums shall have a minimum height of 15 feet to block the line of sight between the construction source and adjacent sensitive receptors located to the south and west.

- At least 10 days prior to the start of construction activities, a sign shall be posted at the construction site, or other conspicuous location, that includes a telephone number for project information, and a procedure in which a construction manager will respond to and investigate noise complaints and take corrective action, if necessary, in a timely manner.
- At least 21 days prior to the start of construction activities, businesses and residents within 500 feet of the project site shall be notified of the planned construction activities. The notification shall include a brief description of the project, the activities that would occur, the hours when construction would occur, and the construction period's overall duration. The notification shall include the telephone numbers of the City's and contractor's authorized representatives that are assigned to respond in the event of a noise complaint.
- If a construction noise complaint is registered and if City code enforcement is not available to make noise measurements, the Applicant, if and as directed by the City, shall retain a City-approved noise consultant to conduct noise measurements at the properties that registered the complaint. The noise measurements shall be conducted for a minimum of one hour. The consultant shall prepare a letter report for code enforcement summarizing the measurements, calculation data used in determining impacts, and potential measures to reduce noise levels to the maximum extent feasible.
- Prior to the start of and for the duration of construction, the contractor shall properly maintain and tune all construction equipment in accordance with the manufacturer's recommendations to minimize noise emissions.
- Prior to use of any construction equipment, the contractor shall fit all equipment with properly operating mufflers, air intake silencers, and engine shrouds no less effective than as originally equipped by the manufacturer.
- Staging and delivery areas shall be located as far as feasible from existing residences.
- Material hauling and deliveries shall be coordinated by the construction contractor to reduce the potential of trucks waiting to unload for protracted periods of time.
- To the extent feasible, hydraulic equipment shall be used instead of pneumatic impact tools, and electric-powered equipment shall be used instead of diesel-powered equipment.
- Stationary noise sources (e.g., generators) shall be located as far from sensitive receptors as practicable, and they shall be muffled and enclosed within temporary sheds, or insulation barriers with a minimum STC rating of 32.
- The use of bells, whistles, alarms, and horns shall be restricted to safety warning purposes only.

- Signs shall be posted at the job site entrance(s), within the on-site construction zones, and along queueing lanes (if any) to reinforce the prohibition of unnecessary engine idling. All other equipment shall be turned off if not in use for more than five minutes. The construction manager shall be responsible for enforcing this.

Significance After Mitigation

Implementation of Mitigation Measure NOI-1, including the use of temporary noise barriers, would reduce construction noise levels by up to 20 dBA (Bies, Hansen, and Howard 2018; Harris and Cyril 1991). Therefore, implementation of Mitigation Measure NOI-1 would result in mitigated construction noise levels of 71 dBA L_{eq} (8-hour) and below at sensitive receptors surrounding the project site. Mitigated construction noise levels would not exceed the applicable FTA construction noise threshold of 80 dBA L_{eq} (8-hour) at residential uses and construction noise impacts would be reduced to less than significant with mitigation.

LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED

b. Would the project result in generation of excessive groundborne vibration or groundborne noise levels?

Construction

Construction activities generating high levels of vibration, such as impact pile driving and blasting, are not proposed during construction of the project. Based on the construction equipment list provided by the project applicant, equipment with the potential to generate the greatest vibration levels would be a vibratory roller or large earthmoving equipment (such as a backhoe, bulldozer, excavator, or grader) which generate vibration levels up to 0.210 and 0.089 in/sec PPV, respectively, at a reference distance of 25 feet (FTA 2018). Based on the paved areas shown on the project site plan, a vibratory roller may be used as close as approximately 27 feet from the nearest condominium located along the eastern project site boundary. At this distance, a vibratory roller would generate vibration levels up to approximately 0.187 in/sec PPV, which would not exceed the FTA's threshold of 0.2 in/sec PPV at residential structures. Based on the grading plan, large earthmoving equipment may be used as close as approximately 20 feet from the nearest offsite structures (i.e., mobile homes and condominiums along the eastern project site boundary and the Florence Flanner School near the western project site boundary). At this distance, large earthmoving equipment would generate vibration levels up to approximately 0.124 in/sec, which would not exceed the FTA's thresholds of 0.2 in/sec PPV at the nearest offsite residential structures to the east or 0.3 in/sec PPV at the Florence Flanner School to the west. Therefore, vibration impacts associated with the use of a vibratory roller and large earthmoving equipment would be less than significant.

Operation

The project would not include substantial sources of vibration associated with operation, such as manufacturing or heavy equipment operations. Therefore, no vibration impacts associated with operation of the project would occur.

LESS THAN SIGNIFICANT IMPACT

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?

The airport closest to the project site is the San Gabriel Valley Airport (formerly El Monte Airport), which is located approximately 3.7 miles northwest of the project site. The project site is not located within any of the noise contours shown in the Airport Influence Area figure for the airport contained within the Los Angeles County Airport Land Use Plan (County of Los Angeles Airport Land Use Commission 1991). Therefore, the project would not expose people residing or working in the project area to excessive airport-related noise levels. No impact would occur.

NO IMPACT

14 Population and Housing

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less-than - Significant Impact	No Impact
Would the project:				
a. Induce substantial unplanned population growth in an area, either directly (e.g., by proposing new homes and businesses) or indirectly (e.g., through extension of roads or other infrastructure)?	☐	☐	■	☐
b. Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	■

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

Southern California Association of Governments' (SCAG) 2024-2050 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) socioeconomic forecast includes projections of regional housing and employment growth, but does not include population projects. As such, the SCAG 2020-2045 RTP/SCS is utilized below to determine if population generated by the project is within the planned growth for the City. The population growth forecasts in SCAG's 2020-2045 RTP/SCS estimate that the City of Baldwin Park's population would increase to 81,700 people in 2045, which is an increase of 6,300 people from the City's population of 75,400 people in 2016 (SCAG 2020). Furthermore, employment in the City of Baldwin Park is estimated to increase to 26,500 people in 2045, which is an increase of 1,800 people from the City's population of 24,700 people in 2016.

The project involves the development of 104 townhouse units with uncovered parking on the project site. Based on the Department of Finance (DOF) average household size of 3.8 persons per residential unit in Baldwin Park, the project would potentially add an estimated 395 residents to the City's population, increasing the population from 75,400 to 75,795 persons (DOF 2025). The project would account for approximately six percent of the City's total projected population growth through year 2045. The project anticipates the generation of two new employees a full-time leasing office manager and one maintenance staff. This represents less than one percent of the City's total employment growth. Potential population growth generated by the project would be within the SCAG growth forecast; therefore, the population increase associated with the project would not be considered substantial or unplanned and impacts associated with population growth would be less than significant.

LESS-THAN-SIGNIFICANT IMPACT

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

No residential uses currently exist at the site. Therefore, the project would not displace existing housing or people and would not necessitate the construction of replacement housing elsewhere. No impact would occur.

NO IMPACT

15 Public Services

		Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less-than - Significant Impact	No Impact
a.	Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, or the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
	1 Fire protection?	☐	☐	■	☐
	2 Police protection?	☐	☐	■	☐
	3 Schools?	☐	☐	■	☐
	4 Parks?	☐	☐	■	☐
	5 Other public facilities?	☐	☐	■	☐

a.1. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered fire protection facilities, or the need for new or physically altered fire protection facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives?

The LACFD provides fire protection and paramedic emergency services to residents and businesses within the City. The LACFD has one fire facility in Baldwin Park, LACFD Station 29, located approximately 1.9 miles northeast of the project site at 14334 Los Angeles Street. Six additional LACFD stations exist in close proximity to the City, all within three miles of the project site. LACFD station 87 is the nearest LACFD station to the project site, located approximately 1.8 miles southwest of the project site at 140 South Second Avenue. Any of these stations could provide emergency and evacuation services in the event of a fire.

With implementation of the project, demand for fire protection would remain similar to existing conditions since the site has been operating with commercial uses that have relied on the availability of fire protection services. Furthermore, LACFD would review site plans, site construction, and the actual structures prior to occupancy to ensure that required fire protection safety features, including building sprinklers and emergency access, are implemented. In addition, the project would comply with applicable policies and ordinances for fire prevention, protection, and safety as required by the BPMC, which has adopted the 2022 California Fire Code, including

development with modern materials and in accordance with current standards, and provision of fire alarms and detection systems, and automatic fire sprinklers. With these provisions and the location of the project site within an area already served by the LACFD, the project would not require the construction of new or expanded firefighting facilities in order to maintain existing response times. Therefore, the project's potential impacts to fire services and facilities would be less than significant.

LESS-THAN-SIGNIFICANT IMPACT

a.2. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered police protection facilities, or the need for new or physically altered police protection facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives?

The Baldwin Park Police Department (BPPD) provides police protection services to residents and businesses within the City. The BPPD headquarters is located approximately 1.5-miles northeast of the project site at 14403 E. Pacific Avenue.

The project would incrementally increase demand for police protection services by adding approximately 395 residents to the City, but as detailed in Section 14, Population and Housing, this population increase would be within SCAG's population and housing forecasts and the population growth would be considered planned. Project design would include streetlights and exterior lighting associated with residential or commercial structures. Paired with the addition of residents on site 24/7, these features would illuminate the area and enhance safety at the site. Additionally, in compliance with Sections 154.060 and 154.061 of the BPMC, development fees would be collected and applied to support the provision of additional law enforcement facilities and equipment to offset any potential increased demands.

Therefore, although the project would incrementally increase demand for police services, the project would not result in substantial adverse impacts that would require the provision of new or physically altered police protection facilities. Potential impacts would be less than significant.

LESS-THAN-SIGNIFICANT IMPACT

a.3. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered schools, or the need for new or physically altered schools, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios or other performance objectives?

The project site is served by the Bassett Unified School District (BUSD). In 2023, BUSD had 2,946 students enrolled in its four elementary schools, one middle school, one continuation high school, and one comprehensive high school (BUSD 2024). The project site would be served by Van Wig Elementary School (Kindergarten-Grade 5), Torch Middle School (Grade 6-Grade 8), and Bassett High School (Grades 9-12).

The need for new school facilities is typically associated with a population increase that generates an increase in enrollment large enough to cause new schools to be constructed. The project involves the construction of a 104-unit multi-family residential development, which would increase the number of residential units in the City. Using a Student Yield Factor of 0.5 students per dwelling unit for elementary school districts and conservatively applying this factor to the project's bedroom count (39 units multiplied by two and 65 units multiplied by three), the project would generate

approximately 137 students in the EMCSD (State of California 2023). Compared to the 2,946 students enrolled in BUSD schools in 2023, the project would incrementally increase existing student enrollment by approximately 4.6 percent.

It is anticipated that BUSD would have sufficient capacity to serve the project. Over the past ten years the District has experienced declining enrollment. The District does not expect to experience material enrollment increases in the future (BUSD 2024). The project applicant would be required to pay the state-mandated school impact fees that would contribute to the funds available for development of new school facilities. Pursuant to Section 65995 (3)(h) of the California Government Code (Senate Bill 50, chaptered August 27, 1998), the payment of statutory fees "...is deemed to be full and complete mitigation of the impacts of any legislative or adjudicative act, or both, involving, but not limited to, the planning, use, or development of real property, or any change in governmental organization or reorganization." Therefore, the project would not substantially increase the number of students at local public school or lead to the need for new or physically altered school facilities. Impacts would be less than significant.

LESS-THAN-SIGNIFICANT IMPACT

a.4. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered parks, or the need for new or physically altered parks, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios or other performance objectives?

The City of Baldwin Park designates over 530 acres of land as open space, including parks, joint-use school playgrounds, utility rights-of-way, and water channels. However, little of this open space is actually park land available for recreational use (Baldwin Park 2002b). The open space within the City serves the existing population of 75,400 residents. The closest public park to the project site is Syhre Park, located approximately 0.2-mile southwest of the project site. The park is approximately 1.3 acres and contains a baseball field and an open grass area.

The project includes development of 27,693 square feet of common open space and approximately 10,000 square feet of private open space, totaling 37,693 square feet of open space within the project site. As discussed in Section 14, *Population and Housing*, the addition of 395 residents would increase the City's population from 75,400 to 75,795 persons. The addition of the common open space under the project would increase the City's common open space by approximately 0.7 acres. Still, the project would nominally increase the City's ratio of parkland to residents to approximately 7.45 acres per 1,000 residents. The project applicant would be required to pay per unit recreation fees for development projects that are used to support park maintenance throughout the City. Both the project's onsite facilities and any new or expanded offsite facilities resulting from the development fee would be designed and installed pursuant to all applicable codes and subject to review and approval of the City prior to approval.

Overall, the project would not generate a substantial increase in population within the City, and would not considerably alter the parkland-to-resident ratio. In addition, the provision of on-site recreational facilities, as included in project design, would act to further lessen any potential increase in usage of existing off-site recreational facilities related to increased population. Therefore, the project would not create the need for new or expanded park facilities and impacts would be less than significant.

LESS-THAN-SIGNIFICANT IMPACT

a.5. Would the project result in substantial adverse physical impacts associated with the provision of other new or physically altered public facilities, or the need for other new or physically altered public facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives?

The project site exists in an urban area already served by public services and facilities, such as hospitals and public libraries. The Kindred Hospital, located approximately 0.3 mile southeast, is the nearest medical facility to the project site. The Kaiser Permanente Baldwin Park Medical Center is located approximately 0.7 mile west of the project site. A number of other medical facilities exist in the vicinity of the project site, particularly throughout the cities of Baldwin Park and West Covina. Any of these surrounding facilities could serve the residents of the project.

The City of Baldwin Park is served by the Baldwin Park Library located approximately 1.5 miles north of the project site at 4181 Baldwin Park Boulevard. The Sunkist Library exists approximately 0.8 mile south of the project site at 840 Puente Avenue in the neighboring City of La Puente. Both libraries are branches of the Los Angeles County Public Library.

As discussed in Section 14, *Population and Housing*, the project could potentially increase the City's population by up to about 395 residents, which would be less than a one percent increase. Increased population generated by the project would incrementally increase demand on local public facilities in the vicinity, such as the Baldwin Park and Sunkist Libraries. However, the project site is in an urban area already served by other commonly used public facilities. As discussed in Section 14, *Population and Housing*, the project would not induce substantial growth and would therefore not adversely affect existing governmental facilities or require the need for new or altered governmental facilities and would generally follow the same use patterns of similar existing residential uses in terms of demand for public services. Impacts would be less than significant.

LESS-THAN-SIGNIFICANT IMPACT

16 Recreation

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less-than - Significant Impact	No Impact
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?	☐	☐	■	☐

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?

The City designates over 530 acres of land as open space, including parks, joint-use school playgrounds, utility rights-of-way, and water channels. However, little of this open space is actually park land available for recreational use (Baldwin Park 2002b). The open space within the City serves the existing population of 75,400 residents. The closest public park to the project site is Syhre Park, located approximately 0.2-mile west of the project site. The park is approximately 1.3 acres and contains a baseball field and an open grass area. Additionally, facilities at Van Wig Elementary School, located approximately 0.2-mile southwest of the project site, present another opportunity for recreational use. The residents of the project may increase use of the existing parks; however, it is more likely that the future residents would use the common open spaces that would be constructed under the project.

Further, the project applicant would be required to dedicate land, pay a fee in lieu thereof, or a combination of both, for neighborhood and community park or recreational purposes to satisfy the standards contained in the BPMC Section 154.002. As such, the project would not cause substantial deterioration of existing parks. Impacts would be less than significant.

LESS-THAN-SIGNIFICANT IMPACT

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?

The project includes construction of a privately owned public park, dog park, and common open spaces. Specifically, the project would include 27,693 square feet of common open space and 10,000 square feet of private open space, totaling 37,693 square feet of open space. The parks and open space would be constructed according to all applicable local regulations, and the park has been analyzed as part of the project for this IS-MND, which has found that the project would not

result in significant adverse physical effects on the environment. Therefore, potential impacts associated with the project would be less than significant.

LESS-THAN-SIGNIFICANT IMPACT

17 Transportation

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less-than - Significant Impact	No Impact
Would the project:				
a. Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?	☐	☐	■	☐
b. Conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?	☐	☐	■	☐
c. Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible use (e.g., farm equipment)?	☐	☐	■	☐
d. Result in inadequate emergency access?	☐	☐	■	☐

Fehr and Peers prepared a Vehicle Miles Traveled (VMT) Assessment in May 2025 (Appendix J) and a Transportation Impact Analysis in August 2025 (Appendix K) to evaluate the traffic operations for the project, identify potential impacts to the circulation system, and recommend improvements. The following analysis is based on the findings of the VMT Assessment and Transportation Impact Analysis.

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

Regional access to the project site is provided by I-10 which is approximately 0.19-mile north of the project site. Local access to the site is provided by Millbury Avenue and Barrydale Street. In addition, regional mass transit service is provided by Metrolink, with the closest train stop being the Baldwin Park Metrolink Station located approximately 1.6 miles northeast of the project site. Bus stops for the Teal and Pumpkin routes of the Baldwin Park Transit located approximately 400 feet northeast of the project site, on Francisquito Avenue.

Sidewalks are provided along Le Borgne Avenue within the project site which would be maintained after the project is developed. There are no bicycle lanes along any of the roadways surrounding the project site.

Construction

Construction of the project would generate traffic for deliveries of equipment and materials to the project site and construction worker traffic. Construction-related vehicles would travel to, and access, the project site via Le Borgne Avenue. Construction worker trips were estimated based on default values provided by the CalEEMod (see Appendix A). The project would generate a maximum of 180 one-way construction worker trips per day. Construction worker and hauling traffic may

result in increased traffic in the vicinity of the project site, however these impacts would be temporary and minimal.

Construction of the project would not involve any vehicle or equipment staging on Le Borgne Avenue. Construction vehicles and equipment would be staged on the project site. Temporary lane closures on Le Borgne Avenue may be required during site entrance construction, but access to these roadways would be maintained throughout the construction period. Construction also would not require any temporary closures or alterations to the bus stops located near the project site.

To further lessen the potential impact of construction traffic, the project would be required to comply with all local and State standard conditions pertaining to construction, including work hours, traffic control plans, haul routes, access, oversized-vehicle transportation permits, site security, noise, vehicle emissions, and dust control. Whenever possible, construction-related trips would be restricted to off-peak hours. Transportation of heavy construction equipment or use of oversized vehicles would require the appropriate transportation permit. In addition, pursuant to City regulations, if construction work would impact the public right-of-way, the construction contractor would be required to submit a construction work site traffic control plan to the City for review and approval prior to the start of any construction work that would impact the public right-of-way. The plan would be required to demonstrate the location of any roadway, sidewalk, bike route, bus stop or driveway closures, traffic detours, haul routes, hours of operation, protective devices, warning signs, and access to abutting properties. Temporary traffic controls used around the construction area would be required to adhere to the standards set forth in the *California Manual of Uniform Traffic Control Devices* and construction activities would be required to adhere to applicable City ordinances. Therefore, construction would not conflict with any programs, plans, or ordinances addressing the circulation system.

Operation

Operation of the project would generate new vehicle trips from residents accessing the site. According to the Transportation Impact Analysis prepared for the project by Fehr & Peers (Appendix K), the project would generate approximately 702 daily trips, 42 a.m. peak hour trips, and 53 p.m. peak hour trips. As further described under impact 17b, in accordance with the City's VMT thresholds, VMT impacts associated with the project would be less than significant.

In addition to the City's adopted VMT guidelines, the City's Circulation Element of the General Plan contains the City's goals addressing the circulation system and mobility. The project's consistency with the relevant goals, objectives, and policies are illustrated in Table 30.

Table 30 Project Consistency with Applicable Circulation Element Goals and Policies

Goal	Project Consistency
Goal 1.0: Provide a street and highway system in Baldwin Park that provides adequate capacity to ensure acceptable traffic flow. **Policies** **Policy 1.7.** Monitor growth within the City and its impacts on the City street system, and make improvements as needed consistent with five-year capital improvement plans.	**Consistent.** The VMT Assessment prepared for the project (Appendix J) determined that the project would not generate VMT in exceedance of the City's established thresholds. Thus, the project would have a less than significant impact related to VMT.

Source: Baldwin Park 2002b

As evaluated above, the project would not conflict with the transportation and circulation goals, objectives, and policies contained in the Baldwin Park General. The project would continue to be served by and would not interfere with existing and planned roadway, pedestrian, and public transit facilities. The project would not substantially alter the alignment of Le Borgne Avenue, except for a modification of the western portion of the roadway to the connect the roadway to the proposed driveway. Improvements at the Puente Avenue and Barrydale Street intersection, which is located within Los Angeles County jurisdiction, may include installation of an offsite traffic signal if required by Los Angeles County as a condition of approval. The project also would not alter operation of the existing Metrolink train stops in the site vicinity. Therefore, project operation would not conflict with a program, plan, ordinance, or policy addressing the circulation system. Potential impacts would be less than significant.

LESS-THAN-SIGNIFICANT IMPACT

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

In December 2018, the California Natural Resources Agency certified and adopted the updated *CEQA Guidelines* package. The amended *CEQA Guidelines*, specifically Section 15064.3, generally require the use of VMT as the primary metric for the evaluation of transportation impacts associated with land use and transportation projects. In general terms, VMT quantifies the amount and distance of automobile travel attributable to a project or region.

The updated *CEQA Guidelines* allow for the lead agency's discretion in establishing methodologies and thresholds provided there is substantial evidence to demonstrate that the established procedures promote the intended goals of the legislation. Where quantitative models or methods are unavailable, *CEQA Guidelines* Section 15064.3 allows agencies to assess VMT qualitatively using factors such as availability of transit and proximity to other destinations. The Office of Planning and Research (OPR) *Technical Advisory on Evaluating Transportation Impacts in CEQA* provides considerations regarding methodologies and thresholds with a focus on office, residential, and retail developments as these projects tend to have the greatest influence on VMT.

Construction

Construction of the project would generate traffic for deliveries of equipment and materials to the project site and construction worker traffic. Construction-related vehicles would travel to, and access, the project site via Le Borgne Avenue. Construction worker trips were estimated based on default values provided by the CalEEMod (see Appendix A). The project would generate a maximum of 180 one-way construction worker trips per day. Construction worker and hauling traffic may result in increased traffic in the vicinity of the project site, however these impacts would be temporary and minimal.

Operation

Operation of the project would generate vehicle trips from residents accessing the site. According to the Transportation Impact Analysis prepared for the project by Fehr & Peers (Appendix K), the project would generate approximately 702 daily trips, 42 a.m. peak hour trips, and 53 p.m. peak hour trips. Based on the City's Transportation Impact Analysis (TIA) Guidelines, residential projects that generate VMT that is 15% below the Baseline VMT metrics would have a less-than-significant impact. To meet the City's thresholds, the VMT with the project must generate fewer than 18.59 Home-Based VMT per capita and 26.64 total VMT per service population. The VMT Assessment

calculated the VMT with the Project's residential units and density significantly below these thresholds, with 15.22 Home-Based VMT per capita and 19.75 Total VMT per service population. In accordance with the City's VMT thresholds, VMT impacts associated with the project would be less than significant.

LESS-THAN-SIGNIFICANT IMPACT

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

Vehicle access to the project site would be available via Le Borgne Avenue. The project would not substantially alter the alignment of Le Borgne Avenue. The proposed project may involve a traffic signal at the Puente Avenue and Barrydale Street intersection, which is under Los Angeles County jurisdiction. The project would continue to be served by and would not interfere with existing and planned roadway, pedestrian, and public transit facilities. Furthermore, the project would not result in uses that would be incompatible with the existing land uses surrounding the project site. Therefore, implementation of the project would not result in substantial hazards due to geometric design features or incompatible uses. Impacts would be less than significant.

LESS-THAN-SIGNIFICANT IMPACT

d. Would the project result in inadequate emergency access?

Construction

Project construction would not result in inadequate emergency access to the project site or surroundings. During construction, temporary and occasional lane closures may be required on Le Borgne Avenue. However, two-way traffic and emergency access to the site would still be maintained at construction entry points and along Le Borgne Avenue. All access points would provide ingress and egress and would be designed to meet City standards.

Operation

The project site is not located along a designated evacuation route. The nearest designated evacuation route is Puente Avenue, located 800 feet southeast of the project site. The project would not modify Puente Avenue and would maintain evacuation route access. Construction of the project would maintain emergency access to the site and nearby roadways. During project operation, emergency response vehicles would be able to access the project site via the entrance on Le Borgne Avenue. Adequate access to the site would be provided via Le Borgne Avenue, which would connect to the site's internal circulation network. The project would not modify existing roadways in the vicinity, other than by adding a new site access point, and would therefore not affect emergency vehicle use of area roadways. In addition, the project would not result in inadequate emergency access because it would be subject to LACFD review of site plans, site construction, and the actual structures prior to occupancy to ensure that required fire protection safety features, including building sprinklers and emergency access, are implemented. Therefore, potential impacts would be less than significant.

LESS-THAN-SIGNIFICANT IMPACT

18 Tribal Cultural Resources

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less-than - Significant Impact	No Impact
Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in a Public Resources Code Section 21074 as either a site, feature, place, or 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 Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	☐	■	☐	☐

As of July 1, 2015, California Assembly Bill 52 of 2014 (AB 52) was enacted and expands CEQA by defining a new resource category, "tribal cultural resources." AB 52 establishes that "A project with an effect that may cause a substantial adverse change in the significance of a tribal cultural resource is a project that may have a significant effect on the environment" (PRC Section 21084.2). It further states that the lead agency shall establish measures to avoid impacts that would alter the significant characteristics of a tribal cultural resource, when feasible (PRC Section 21084.3).

PRC Section 21074 (a)(1)(A) and (B) defines tribal cultural resources as "sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe" and is:

- Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in PRC Section 5020.1(k), or
- 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 PRC Section 5024.1.

> In applying these criteria, the lead agency shall consider the significance of the resource to a California Native American tribe.

AB 52 also establishes a formal consultation process for California tribes regarding those resources. The consultation process must be completed before a CEQA document can be certified. Under AB 52, lead agencies are required to "begin consultation with a California Native American tribe that is traditionally and culturally affiliated with the geographic area of the proposed project." Native American tribes to be included in the process are those that have requested notice of projects proposed within the jurisdiction of the lead agency.

In addition to AB 52, the project is subject to Senate Bill 18 (SB 18), which requires consultation with California Native American tribes prior to the adoption or amendment of a general plan or specific plan, or the designation or reclassification of land use classifications. SB 18 consultation is intended to provide tribes with the opportunity to identify and address potential impacts to tribal cultural places associated with discretionary land use decisions.

On October 30th, 2025, the City sent notification letters via certified mail to seven contacts from California Native American Tribes that are traditionally and culturally affiliated with the project area pursuant to PRC Section 21080.3.1, AB 52, and SB 18. The tribal contact information was obtained from a request submitted to the Native American Heritage Commission (NAHC). The letters were sent to the seven individuals listed below to request information on potential tribal cultural resources in the project site vicinity that may be impacted by the project's development.

Consultation letters were submitted to the following seven individuals:

- Anthony Madrigal, Cahuilla Band of Indians
- Anthony Morales, Gabrieleño/Tongva San Gabriel Band of Mission Indians
- Christina Conley, Gabrielino Tongva Indians of California Tribal Council
- Robert Dorame, Gabrielino Tongva Indians of California Tribal Council
- Sandonne Goad, Gabrielino/Tongva Nation
- Sam Dunlap, Gabrielino-Tongva Tribe
- Andrew Salas, Gabrieleño Band of Mission Indians - Kizh Nation
- Joseph Ontiveros, Soboba Band of Luiseno Indians

The City received a letter on November 11, 2025 requesting consultation from Andrew Salas, Tribal representative for the Gabrieleño Band of Mission Indians - Kizh Nation. The City responded to this consultation request on December 23, 2025 opening consultation with the tribe. On December 29, 2025 Andrew Salas responded via email claiming status of tribe relevant to the project site and acknowledgement of opening of consultation. The City sent a follow-up email to Andrew Salas on January 20, 2026 requesting consultation documentation and mitigation measures. The City called and left a voicemail for Andrew Salas on January 29, 2026 to follow up on the January 20, 2026 email. Consultation pursuant to AB 52 and SB 18 is ongoing at the time of circulation of this IS-MND.

a. Would the project cause a substantial adverse change in the significance of a tribal cultural resource as defined in Public Resources Code Section 21074 that is 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. Would the project cause a substantial adverse change in the significance of a tribal cultural resource as defined in Public Resources Code 21074 that is 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?

To date, no tribal cultural resources, as defined in PCR Section 21074, have been identified within the project site as a result of ongoing consultation with the Gabrieleño Band of Mission Indians - Kizh Nation. However, the Gabrieleño Band of Mission Indians - Kizh Nation have indicated that the project site may be sensitive for buried cultural materials that could potentially qualify as tribal cultural resources under CEQA. Ground-disturbing activities associated with project construction therefore have the potential to result in the inadvertent discovery of tribal cultural resources.

Consultation pursuant to AB 52 and SB 18 is ongoing at the time of circulation of this IS-MND. While consultation is ongoing, previously adopted tribal cultural resource mitigation measures have been incorporated into the project to address the potential for inadvertent discovery of tribal cultural resources during construction. These measures include requirements for Native American monitoring during ground-disturbing activities, procedures for halting work in the event of a discovery, evaluation by qualified tribal representatives, and appropriate treatment of discovered resources in coordination with the Gabrieleño Band of Mission Indians – Kizh Nation.

Any measures identified through the ongoing consultation process would be incorporated into the project, as appropriate, in coordination with the City and the Gabrieleño Band of Mission Indians – Kizh Nation prior to project approval.

Mitigation Measure

TCR-1 Retain a Native American Monitor Prior to Commencement of Ground-Disturbing Activities

A. The City or City's contractor shall retain a Native American Monitor from or approved by the Gabrieleño Band of Mission Indians – Kizh Nation. The monitor shall be retained prior to the commencement of any "ground-disturbing activity" for the subject project at all project locations (i.e., both on-site and any off-site locations that are included in the project description/definition and/or required in connection with the project, such as public improvement work). "Ground-disturbing activity" shall include, but is not limited to, demolition, pavement removal, potholing, auguring, grubbing, tree removal, boring, grading, excavation, drilling, and trenching.

B. A copy of the executed monitoring agreement shall be submitted to the lead agency prior to the early commencement of any ground-disturbing activity, or the issuance of any permit necessary to commence a ground-disturbing activity.

C. The monitor will complete daily monitoring logs that will provide descriptions of the relevant ground-disturbing activities, the type of construction activities performed, locations of ground-disturbing activities, soil types, cultural-related materials, and any other facts, conditions, materials, or discoveries of significance to the Tribe. Monitor logs will identify and describe any discovered TCRs, including but not limited to, Native American

cultural and historical artifacts, remains, places of significance, etc., (collectively, tribal cultural resources, or "TCR"), as well as any discovered Native American (ancestral) human remains and burial goods. Copies of monitor logs will be provided to the City upon written request to the Tribe.

D. On-site tribal monitoring shall conclude upon the latter of the following (1) written confirmation to the Kizh from a designated point of contact for the City that all ground-disturbing activities and phases that may involve ground-disturbing activities on the project site or in connection with the project are complete; or (2) a determination and written notification by the Kizh to the City that no future, planned construction activity and/or development/construction phase at the project site possesses the potential to impact Kizh TCRs

TCR-2 Unanticipated Discovery of Tribal Cultural Resource Objects (Non-Funerary/Non-Ceremonial)

A. Upon discovery of any TCRs, all construction activities in the immediate vicinity of the discovery shall cease (i.e., not less than the surrounding 50 feet) and shall not resume until the discovered TCR has been fully assessed by the Kizh monitor and/or Kizh archaeologist. The Kizh will recover and retain all discovered TCRs in the form and/or manner the Tribe deems appropriate, in the Tribe's sole discretion, and for any purpose the Tribe deems appropriate, including for educational, cultural and/or historic purposes.

TCR-3 Unanticipated Discovery of Human Remains and Associated Funerary or Ceremonial Objects

A. Native American human remains are defined in PRC 5097.98 (d)(1) as an inhumation or cremation, and in any state of decomposition or skeletal completeness. Funerary objects, called associated grave goods in Public Resources Code Section 5097.98, are also to be treated according to this statute.

B. If Native American human remains and/or grave goods are discovered or recognized on the project site, then Public Resource Code 5097.9 as well as Health and Safety Code Section 7050.5 shall be followed.

C. Human remains and grave/burial goods shall be treated alike per California Public Resources Code section 5097.98(d)(1) and (2).

D. Preservation in place (i.e., avoidance) is the preferred manner of treatment for discovered human remains and/or burial goods.

E. Any discovery of human remains/burial goods shall be kept confidential to prevent further disturbance.

Significance After Mitigation

With implementation of mitigation measures addressing inadvertent discovery of tribal cultural resources, including procedures for halting work, evaluation by a qualified tribal representative, and treatment of any identified resources in coordination with the Gabrieleño Band of Mission Indians - Kizh Nation, impacts to tribal cultural resources would be less than significant.

LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED

19 Utilities and Service Systems

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less-than - Significant Impact	No Impact
Would the project:				
a. Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	☐	☐	■	☐
b. Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	☐	☐	■	☐
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?	☐	☐	■	☐
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?	☐	☐	■	☐
e. Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	☐	☐	■	☐

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

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

Water

The project site is in an urbanized area that is well-served by existing utilities structures. The project site lies within the boundaries of the SGVWC, from which it would receive water service. SGVWC currently derives its groundwater supplies from groundwater wells that produce water from two groundwater basins, the Main San Gabriel Basin (Main Basin) and the Central Basin, with the Main Basin as SGVWC's primary groundwater source. As discussed under impact 19.b, SGVWC would have adequate water supplies available for the project and no new or expanded water facilities would be required to serve the project. Therefore, no significant adverse impacts related to water facilities would occur.

Wastewater Treatment

The City owns a sanitary sewer system of about 104 miles of gravity sewer lines and three pump stations (Baldwin Park 2021). Wastewater treatment services are provided by Los Angeles County Sanitation District (LACSD) at the San Jose Creek Water Reclamation Plan (SJCWRP) or the Joint Water Pollution Control Plant (JWPCP). The SJCWRP has a treatment capacity of 100 million gallons of wastewater per day (MGD) and the JWPCP has a treatment capacity of 400 MGD per day (LACSD 2025).

According to the CalEEMod outputs (Appendix A), the project is anticipated to require approximately 4,986,367 gallons of water per year. Assuming that total water demand required by the project would end up as wastewater, the project would generate approximately 4,986,367 gallons of wastewater per year, which would account for approximately 4.9 percent and 1.2 percent of the daily treatment capacities of the SJCWRP and JWPCP, respectively. Therefore, the wastewater generated by the project would not account for a substantial amount of the SJCWRP's and JWPCP's daily treatment capacities, as detailed above, and SJCWRP and JWPCP would have adequate capacity to provide wastewater treatment for the project and the project would not require the construction of new or expanded wastewater conveyance or treatment facilities. As stated in the will-serve memo for the project, the LACSD has sufficient capacity to treat wastewater generated by the project (LACSD 2024). Thus, impacts would be less than significant.

Stormwater

The project site would continue to connect to the existing storm drain system operated and maintained by the City. As discussed in Section 10, *Hydrology and Water Quality*, compared to the existing conditions, the project would increase pervious site surfaces by introducing more landscaped areas and planters, which would increase infiltration and groundwater recharge, thereby reducing the amount of surface runoff. However, the project would be required to comply with the SWPPP and the NPDES permit requiring on-site BMPs to capture and treat flows, which would ensure no increase in stormwater flows traveling off-site. Therefore, potential adverse impacts related to new or expanded stormwater facilities would be less than significant.

Electric Power, Natural Gas, and Telecommunications

The project would not cause substantial unplanned population growth (see Section 14, *Population and Housing*), and would not result in wasteful or inefficient use or energy (see Section 6, *Energy*). Project operation would result in electricity consumption totaling approximately 477,585 kWh per year. The project's electricity demand would be served by SCE, which supplied 81,129 GWh of electricity to its service area in 2021 (CEC 2022a. The project's electricity demand would represent a

negligible percentage of electricity provided by SCE. Additionally, as stated in the will-serve memo for the project, SCE would provide electricity service to the project (SCE 2023). Therefore, the project would connect to existing electrical utility lines and would not require the extension or expansion of electrical facilities.

According to CalEEMod outputs (Appendix A), estimated natural gas consumption for the project would be 2,499,157 kilo-British thermal units (kBTU) per year. The project's natural gas demand would be served by SoCalGas, which provided approximately 5,101 million of therms (MMthm) per year in 2021 (CEC 2022b. The project's natural gas consumption would represent a negligible percentage of natural gas provided by SoCalGas, indicating that there are adequate supplies in the area to serve the project. Additionally, as stated in the will-serve memo for the project, SoCalGas would provide natural gas service to the project, indicating the existence of adequate infrastructure (SoCalGas 2023). Therefore, the project would not require additional natural gas storage/transmission facilities.

Likewise, the project site is an infill project served by existing telecommunications facilities within the City and would not require the expansion or construction of new telecommunications infrastructure.

As described in the above analysis, the project would not result in significant environmental impacts due to the construction of new utility facilities and the project would be served by the existing water and wastewater infrastructure. Therefore, potential impacts would be less than significant.

LESS-THAN-SIGNIFICANT IMPACT

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

The project site would receive its water from the SGVWC, which primarily receives its water from the San Gabriel Groundwater Basin and the Central Groundwater Basin.

According to the City's 2020 UWMP, SGVWC would have an adequate water supply of water, with normal conservation efforts, to meet projected demand through 2045 in average year, single dry year, and multiple dry year scenarios (SGVWC 2021).

Table 31 through Table 33 show projected water supply and demand under normal year, single dry year, and multiple dry year conditions in the SGVWC service area through 2045.

Table 31 Normal Year Water Supply and Demand Comparison (acre-feet per year)

Year	2025	2030	2035	2040	2045
Projected Normal Year Supply	36,935	37,421	37,911	38,304	38,700
Projected Normal Year Demand	36,935	37,421	37,911	38,304	38,700
Surplus	0	0	0	0	0

Source: SGVWC 2021

Table 32 Single Dry Year Water Supply and Demand Comparison (acre-feet per year)

Year	2025	2030	2035	2040	2045
Projected Normal Year Supply	35,578	36,046	36,518	36,897	37,278
Projected Normal Year Demand	35,578	36,046	36,518	36,897	37,278
Surplus	0	0	0	0	0

Source: SGVWC 2021

Table 33 Multiple Dry Year Water Supply and Demand Comparison (acre-feet per year)

Year		2025	2030	2035	2040	2045 (Opt)
Year 1	Supply	40,222	40,751	41,285	41,713	42,144
	Demand	40,222	40,751	42,285	41,713	42,144
	Surplus	0	0	0	0	0
Year 2	Supply	41,385	41,930	42,479	42,919	43,363
	Demand	41,385	41,930	42,479	42,919	43,363
	Surplus	0	0	0	0	0
Year 3	Supply	46,289	46,899	47,513	48,005	48,501
	Demand	46,289	46,899	47,513	48,005	48,501
	Surplus	0	0	0	0	0
Year 4	Supply	45,157	45,751	46,350	46,831	47,315
	Demand	45,157	45,751	46,350	46,831	47,315
	Surplus	0	0	0	0	0
Year 5	Supply	36,072	35,547	37,025	37,409	37,796
	Demand	36,072	35,547	37,025	37,409	37,796
	Surplus	0	0	0	0	0

Source: SGVWC 2021

The project would be constructed in accordance with all applicable CBC standards, including those that mandate water-efficient fixtures and features. According to CalEEMod results (see Appendix A), the project demand would require approximately 4,986,367 gallons of water per year or approximately 15.3 acre-feet per year (AFY). The project's water demand would account for approximately 0.04 percent of the lowest anticipated SGVWC water demand of 35,578 AFY, and therefore, would be accommodated by the water supply available for the City during normal, single dry year, and multiple dry year conditions through the year 2045. Additionally, as stated in the will-serve memo for the project, the SGVWC has sufficient water resources available to supply water service to the property (SGVWC 2024). Thus, impacts would be less than significant.

LESS-THAN-SIGNIFICANT IMPACT

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

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

AB 341 set a statewide goal for a 75 percent reduction in waste disposal by the year 2020 and established mandatory recycling for commercial businesses. The City is required to comply with this law and report their progress towards achieving the 75 percent reduction goal to the Department of Resources Recycling and Recovery (CalRecycle). The City contracts with Waste Management (WM) to provide trash, recycling, and special pickup services for multi-family residential development. After collection, WM primarily delivers the City's solid waste to the El Sobrante Landfill and the Simi Valley Landfill & Recycling Center (CalRecycle 2025b). The El Sobrante Landfill has a maximum permitted throughput of 16,054 tons of solid waste per day. The anticipated life for the landfill at its currently permitted capacity is January 2051. The last reported remaining capacity at the landfill was approximately 209,910,000 cubic yards (CalRecycle 2025a). The Simi Valley Landfill & Recycling Center has a maximum permitted throughput of 10,792 tons of solid waste per day. The anticipated life for the landfill at its currently permitted capacity is March 2063. The last reported remaining capacity at the landfill was approximately 79,783,835 cubic yards (CalRecycle 2052b). Development of the project would generate solid waste, including construction debris. This construction debris would include materials such as scrap wood, concrete, and plaster materials. Construction debris would be removed and disposed of in a timely manner and in accordance with all applicable laws and regulations.

The handling of all debris and waste generated during construction of the project would be subject to CALGreen requirements and the California Integrated Waste Management Act of 1989 (AB 939) requirements for salvaging, recycling, and reuse of materials from construction activity on the project site. In accordance with CALGreen requirements, the project would be required to achieve a minimum of 65 percent diversion rate for construction waste. The removal of construction debris would only occur during the construction period and would be hauled to a facility that allows the inert debris (gravel, rocks, soil, etc.) that is currently on the project site. Therefore, construction of the project would not contribute to an exceedance of the permitted capacity of any local landfill.

According to the CalEEMod results (see Appendix A), operation of the project would generate approximately 112 tons of solid waste per year or 0.36 tons per day[5]. The project's anticipated daily solid waste generation would account for approximately 0.0002 percent of El Sobrante Landfill's permitted throughput, and 0.003 percent of the Simi Valley Landfill's permitted throughput. Because the project would generate a relatively small amount of solid waste per day as compared to the permitted throughput at the receiving landfills, impacts to the El Sobrante Landfill and Simi Valley Landfill facilities during the project's long-term operational activities would be less than significant. In addition, the project would comply with federal, State, and local statues and regulations related to solid waste, such as AB 939 and the City's recycling programs for residences. Impacts related to solid waste would be less than significant.

LESS-THAN-SIGNIFICANT IMPACT

[5] Average daily disposal quantities are based on 312 days (6 days per week, average).

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20 Wildfire

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less-than - Significant Impact	No Impact
If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:				
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 downslopes or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	☐	☐	☐	■

a. If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project substantially impair an adopted emergency response plan or emergency evacuation plan?

A FHSZ is a mapped area that designates zones (based on factors such as fuel, slope, and fire weather) with varying degrees of fire hazard (i.e., moderate, high, and very high). While FHSZs do not predict when or where a wildfire will occur, they do identify areas where wildfire hazards could be more severe and therefore are of greater concern. FHSZs are meant to help limit wildfire damage to structures through planning, prevention, and mitigation activities/requirements that reduce risk. The FHSZs serve several purposes: they are used to designate areas where California's wildland urban interface building codes apply to new buildings, they can be a factor in real estate disclosure, and they can help local governments consider fire hazard severity in the safety elements of their general plans.

The project site is in an urban area of Baldwin Park surrounded by roads and structures, including residential and commercial buildings, a plant nursery, and a channelized creek. Undeveloped

wildland areas are not located near the project site. According to the California FHSZ Viewer, the project site is not located in a FHSZ or VHFHSZ for wildland fires (CALFIRE 2024). The nearest VHFHSZ is located approximately three miles southwest of the project site on the opposite side of SR-60 adjacent to I-605. Therefore, the project site is not located near a VHFHSZ within a state responsibility area (SRA) or classified as having a high fire hazard.

As discussed in Section 15, *Public Services*, the project site is in an urbanized area already served by the LACFD and would not have a significant impact on fire response times nor create a substantially greater need for additional fire protection services above current capacity. The nearest fire station is LACFD Station 29, located approximately 1.9 miles northeast of the project site at 14334 Los Angeles Street and would provide emergency and evacuation services in the event of a fire. Furthermore, all buildings would be constructed to meet the current building code fire safety requirements.

As detailed in Section 17, *Transportation*, the project site is not located along a designated evacuation route and would not modify evacuation route access. Therefore, the project would not interfere with an emergency response plan or evacuation route. No impacts would occur.

NO IMPACT

b. If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project, 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?

d. If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project expose people or structures to significant risks, including downslopes or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?

As discussed under impact 20.a, the project site is not located in a SRA or VHFHSZ for wildland fires. There are no rivers located on or adjacent to the project site, and the project site and surrounding areas to the south, east, and west are relatively flat, and not at high risk of downslope or downstream flooding or landslides. Walnut Creek located directly to the north of the project site is channelized, making risk of flooding, downslope, or landslide very low. The project does not include uses that could exacerbate wildfire risks and risks to project occupants would be mitigated through conformance with the 2022 California Fire Code, 2022 CBC, and California Health and Safety Code, which establish provisions for fire safety related to construction, maintenance and design of buildings, and land uses. Therefore, the project would not exacerbate wildfire risks or expose people or structures to risk due to runoff, post-fire slope instability, or drainage changes. Likewise, residents of the project site would not be exposed to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire. No impact would occur.

NO IMPACT

c. If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?

The project site is not within or near a VHFHSZ or SRA. The project site is located approximately three miles from the nearest mapped VHFHSZ (CALFIRE 2024). The project site is partially developed but is within an urbanized area served by existing infrastructure, including roads and utilities. The project would be served by Millbury Avenue and Barrydale Street as the primary access roads and the existing utilities in the project area and would not require the installation or maintenance of associated infrastructure within FHSZs that may exacerbate fire risk. No impact would occur.

NO IMPACT

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21 Mandatory Findings of Significance

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less-than - Significant Impact	No Impact
Does the project:				
a. 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?	☐	■	☐	☐
b. Have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	☐	■	☐	☐
c. Have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	☐	☐	■	☐

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?

The project site is within an urbanized area and is not within the vicinity of natural or wildland areas. As discussed in Section 4, *Biological Resources*, regional wildlife movement is restricted given the built-out nature of the project area, and no native resident or migratory fish or wildlife species, established native resident or migratory wildlife corridors, or native wildlife nursery sites exist on or immediately around the project site. Marginal nesting habitat is present onsite within the trees, nonnative grasses and shrubs. Therefore, Mitigation Measure BIO-1 would require a pre-construction nesting bird survey should construction occur during the breeding season to avoid potential impacts to any on-site nesting birds.

As discussed in Section 5, *Cultural Resources*, Section 7, *Geology and Soils*, and Section 18, *Tribal Cultural Resources*, the project would have a less-than-significant impact to cultural resources, paleontological resources, and tribal cultural resources with implementation of Mitigation Measures CUL-1, CUL-2, CUL-3, GEO-1, and TCR-1 through TCR- 3 which require adherence to existing local, State, and federal regulations and/or specific monitoring procedures related to the discovery of any unanticipated paleontological resources, archaeological resources, human remains, and tribal cultural resources during construction activity.

Based on the information above, the project would not 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. Impacts would be less than significant with mitigation.

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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)?

Cumulative impacts are defined as two or more individual (and potentially less than significant) project effects which, when considered together or in concert with other projects, combine to result in a significant impact within an identified geographic area. Cumulatively considerable impacts could occur if the construction of other projects occurs at the same time as the project and in the same vicinity, such that the effects of similar impacts of multiple projects combine to expose adjacent sensitive receptors to greater levels of impact than would occur under the project. For example, if the construction of other projects in the area occurs at the same time as construction of the project, potential impacts associated with biological resources, cultural resources, geology and soils, and hazards and hazardous materials in the project area may be more substantial.

As discussed under environmental checklist Sections 1 through 20, implementation of the project has the potential to result in effects to the environment that are individually limited but cumulatively considerable. In all instances where the project has the potential to contribute to a cumulatively considerable impact to the environment, mitigation measures have been imposed to reduce potential effects to less-than-significant levels. Mitigation measures would be implemented for biological resources, cultural resources, geology and soils, and tribal cultural resources.

Aesthetics

New development on the project site and in the surrounding area would change the existing character of the project's viewshed. However, all development in the immediate vicinity of the project would be required to comply with the development regulations and design standards contained in the BPMC, which would ensure that minimum standards related to visual character and quality are met to preclude adverse aesthetic effects (e.g., size, scale, building materials, lighting). Accordingly, the project's aesthetic impacts would not be cumulatively considerable.

Agriculture and Forestry Resources

The project would have no impact on agricultural resources, as it would not convert agricultural or forestry uses and would not convert or disturb the plant nursery located immediately northeast of the project site. Therefore, there is no potential for the project to contribute to a cumulatively considerable impact under this topic.

Air Quality

Based on SCAQMD guidance, any direct exceedance of a regional or localized threshold also is considered to be a cumulatively considerable effect, while air pollutant emissions below applicable regional and/or localized thresholds are not considered cumulatively considerable. As discussed in the preceding analysis, the project would not exceed SCAQMD's regional threshold for criteria pollutants during construction or operation of the project. Therefore, project-related construction and operation emissions are not cumulatively considerable.

Biological Resources

The project site does not support any sensitive plant or wildlife species, riparian, or sensitive natural habitat, or federally protected wetlands; therefore, there is no potential for the project to contribute to a cumulatively considerable impact under these resources. Although the project site is highly disturbed and fragmented from other open space areas under existing conditions, there is potential that nesting birds could occur in the area that are adapted to disturbed areas and urban environments prior to construction. The project's potential impacts to nesting birds would be cumulatively considerable. Mitigation Measure BIO-1 would require nesting bird avoidance and protecting measures to minimize potential impacts to nesting birds. Implementation of Mitigation Measure BIO-1 would reduce the project's contribution to cumulative effects to less than significant.

Cultural Resources

Cumulative development in the region would continue to disturb areas with the potential to contain cultural resources. Cumulative development projects have undergone or would be required to undergo CEQA review, which would determine the extent of potential cultural resources impacts and mitigate those impacts appropriately. If cumulative projects would result in impacts to known or unknown cultural resources, impacts to such resources would be addressed on a case-by-case basis. While implementation of the project would have no risk to historic resources, there is a potential for earth moving activities to impact unknown archaeological resources on the project site and, therefore, would result in a significant cumulative impact in the event any of such resources were found on-site during construction. Mitigation Measure CUL-1 would require the project applicant to implement a WEAP training to reduce potential disturbances to cultural resources. Mitigation Measure CUL-2 would require the retention of an on-call archaeologist during ground disturbing activities. Mitigation Measure CUL-3 would require implementation of protocol to ensure that unanticipated cultural resources are properly evaluated and treated. With implementation of Mitigation Measures CUL-1, CUL-2, and CUL-3, would reduce the project's contribution to cumulative effects to a less-than-significant level.

Energy

The project's construction and operation energy consumption would not be considered inefficient, wasteful, or otherwise unnecessary and would not obstruct a State or local plan for renewable

energy or energy efficiency. In addition, all cumulative projects would be required to comply with Title 24, similar to the project, which establishes standards for energy efficiency and "green" construction. Compliance with applicable existing regulations, as detailed in Section 6, *Energy*, would ensure that cumulative projects would not involve the inefficient, wasteful, and unnecessary use of energy and would not obstruct a State or local plan for renewable energy or energy efficiency. Therefore, implementation of the project would not result in a cumulatively considerable impact on energy.

Geology and Soils

Potential effects related to geology and soils are inherently site-specific; therefore, there is no potential for the project to contribute to a cumulatively considerable impact under this topic. Furthermore, all development proposals would be required to comply with applicable federal, State, and local regulations that are in place to preclude adverse geology and soils effects, including effects related to strong seismic ground shaking, fault rupture, soil erosion, and hazardous soil conditions (e.g., liquefaction, expansive soils, and/or landslides).

There is potential that paleontological resources are buried beneath the surface of the project site and could be impacted during construction. Other projects within the region would similarly have the potential to impact unknown, subsurface paleontological resources during ground-disturbing activities. Therefore, the potential for development on the project site to impact subsurface paleontological resource deposits is a cumulatively considerable impact; however, with implementation of Mitigation Measure GEO-1, potential cumulative impacts to paleontological resources would be reduced to less than significant levels.

Greenhouse Gas Emissions

As described in the preceding analysis, global climate change (GCC) occurs as the result of global emissions of GHGs. An individual development project does not have the potential to result in direct and significant GCC-related effects in the absence of cumulative sources of GHGs. The *CEQA Guidelines* also emphasize that the effects of GHG emissions are cumulative and should be analyzed in the context of CEQA's requirements for cumulative impacts analysis (see Section 15130[f]). Accordingly, the preceding analysis reflects a cumulative impact analysis of the GHG emissions related to the project. As concluded under impact 8.a and 8.b, the project would not result in a cumulatively considerable impact related to GHG emissions.

Hazards and Hazardous Materials

Potential effects related to hazards and hazardous materials are inherently site-specific; therefore, the project would not contribute to a cumulatively considerable impact under this topic. It is anticipated that future growth in the cumulative project area would result in an incremental increase in the quantity of hazardous materials used, treated, transported, and disposed area wide. Cumulative projects would be required to comply with safety procedures mandated by applicable federal, State, and local laws and regulations related the transport, use, and disposal of hazardous materials. Future development in the cumulative area could potentially expose residents and construction workers to contaminated soil or groundwater, including on or near sites included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5. Cumulative projects would be required to comply with handling procedures mandated by applicable federal, State, and local laws and regulations related the exposure of contaminated soil or

groundwater related to hazardous materials sites. Therefore, a cumulatively considerable impact would not occur.

Hydrology and Water Quality

Construction and operation of the project and other projects in the Los Angeles River watershed would have the potential to result in a cumulative water quality impact, including erosion and sedimentation. However, in accordance with applicable federal, State, and local regulations, all development projects would be required to implement plans during construction and operation (e.g., SWPPP and WQMP) to minimize adverse effects to water quality, which would avoid a cumulatively considerable impact.

As detailed within Section 10, *Hydrology and Water Quality*, SGVWC would be able to provide reliable water supplies for an average year, single dry year, and multiple dry years for its existing and planned supplies through 2045, including cumulative projects. Additionally, as part of adjudication, large scale continued sustainable management of the Main Basin is legally required. Thus, the project would not have a cumulatively considerable impact related to groundwater supplies.

Potential effects related to drainage patterns are inherently site-specific; therefore, there is no potential for the project to contribute to a cumulatively considerable impact under this topic. Furthermore, all development proposals would be required to comply with applicable federal, State, and local regulations that are in place to preclude adverse drainage effects. Thus, the project would not have a cumulatively considerable impact related to the alteration of drainage patterns.

The project and other projects in the Los Angeles River Basin would be required to comply with federal, State, and local regulations in order to preclude flood hazards both on- and off-site. Compliance with federal, State, and local regulations would require on-site areas to be protected, at a minimum, from flooding during peak storm events (i.e., 100-year storm) and that development would not expose downstream properties to increased flooding risks during peak storm events. Accordingly, a cumulatively considerable effect related to flooding would not occur.

Land Use and Planning

The project would not physically divide an established community, or conflict with applicable land use or planning documents; therefore, the project would not contribute to a cumulatively considerable impact related to land use and planning.

Mineral Resources

The project would have no impact on mineral resources. Therefore, the project would not contribute to a cumulatively considerable impact under this topic.

Noise

As detailed in Section 13, *Noise*, the project would not generate substantial temporary or permanent increase in ambient noise levels beyond local, State, or federal thresholds nor would the project generate excessive groundborne vibration or noise. The potential for cumulative construction noise impacts is typically limited to cumulative projects located within 500 feet of each other. The nearest cumulative development is located over 2,700 feet away from the proposed project site Therefore, the project would not contribute to any cumulatively considerable noise or vibration impacts.

Population and Housing

The project would generate an estimated 395 residents, which would not exceed DOF's population forecast. Therefore, the project would not implement a land use that would displace residents or induce substantial unplanned population growth and would not require the construction of replacement housing. Accordingly, the project would not contribute to a cumulatively considerable environmental effect related to population and housing.

Public Services

All development projects in Baldwin Park, including the project, would require compliance with applicable policies and ordinances for fire prevention, protection, and safety. The project would also incrementally increase demand for police protections services and would be required to pay the state-mandated school impact fees to offset the incremental increase in demand for new school facilities. The new public and private recreational facilities incorporated into project design in conjunction with recreational facility development impact fees paid to the City would reduce any potential related impact. Given the urbanized setting, population growth brought about by the project would be insignificant in comparison to the larger service areas and organizations that would provide other public services to the project. For example, service ratios as provided by the Los Angeles County Public Library system would not be impacted by the project. Based on the foregoing, the project would not contribute to cumulatively considerable impacts to resident-serving public facilities such as fire protection, police protection, schools, parks, libraries, and other public facilities or services.

Recreation

As detailed in Section 16, *Recreation*, the residents of the project may increase use of the existing parks; however, it is more likely that the future residents would use the common open space and private open space that would be constructed under the project. Thus, the project would not have an adverse effect on existing neighborhood and regional parks or recreational facilities. Further, the project applicant would be required to dedicate land, pay a fee in lieu thereof, or a combination of both, for neighborhood and community park or recreational purposes to satisfy the standards contained in the BPMC Section 154.002. Therefore, the project would contribute to a cumulatively considerable impact.

Transportation

The project would not conflict with any City policies addressing the circulation network, and would not generate substantial VMT. Therefore, the project would not contribute to any cumulatively considerable adverse transportation effects.

Tribal Cultural Resources

Cumulative development in the region would continue to disturb areas that may be sensitive for tribal cultural resources. However, cumulative development projects are subject to CEQA review, including the requirements of AB 52 and, where applicable, SB 18, which provide opportunities for tribal consultation and identification of measures to avoid or minimize impacts to tribal cultural resources. While no tribal cultural resources have been identified on the project site to date, ground-disturbing activities associated with the project could contribute to cumulative impacts in the event that tribal cultural resources are inadvertently discovered during construction. Mitigation

Measures TCR-1 through TCR-3, which require Native American monitoring, implementation of stop-work procedures, and appropriate evaluation and treatment of discovered resources in coordination with the consulting tribe and in compliance with applicable state laws, would reduce the project's contribution to cumulative impacts on tribal cultural resources to a less-than-significant level.

Utilities and Service Systems

The project would require water, wastewater, stormwater, natural gas, electricity, and telecommunications infrastructure, as well as solid waste disposal for building operation, contributing to increased demand on utilities and service systems.

Development of public utility infrastructure is part of an extensive planning process involving utility providers and jurisdictions with discretionary review authority. The coordination process associated with the preparation of infrastructure plans is intended to ensure that adequate public utility services and resources are available to serve both individual development projects and cumulative growth in the region. Thus, cumulative development is accounted for during the public utility planning process. Each individual development project is subject to review for utility capacity to avoid unanticipated interruptions in service or inadequate supplies. Coordination with the utility providers would allow for the provision of utility services to the project and other developments. The project and other planned projects are subject to connection and service fees to offset increased demand and assist in facility expansion and service improvements (at the time of need). Because of the utility planning and coordination activities described above, the project would not contribute to a cumulatively considerable impacts to utilities and service systems.

Wildfire

The project site is not within an SRA or VHFHSZ. Therefore, implementation of the project would not contribute to cumulative impacts associated with wildfire.

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

In general, impacts to human beings are associated with air quality, GHG emissions and climate change, hazards and hazardous materials, and noise impacts. As detailed in the analyses for these issue areas, the project would not result, either directly or indirectly, in adverse effects related to air quality, GHG emissions, hazardous materials, or noise. Compliance with applicable rules and regulations would reduce potential impacts on human beings to a less-than-significant level.

LESS-THAN-SIGNIFICANT IMPACT

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