Exhibit C

Initial Study and Mitigated Negative Declaration & Mitigation Monitoring and Reporting Program

22122 Valley Blvd Annexation

INITIAL STUDY
AND
MITIGATED NEGATIVE DECLARATION

WALNUT BUSINESS PARK
22122 VALLEY BOULEVARD
POMONA AND WALNUT, CALIFORNIA

LEAD AGENCY:

CITY OF POMONA
DEVELOPMENT SERVICES DEPARTMENT,
PLANNING DIVISION
505 SOUTH GARVEY AVENUE
POMONA, CALIFORNIA 91766

REPORT PREPARED BY:

BLODGETT BAYLOSIS ENVIRONMENTAL PLANNING
2211 S. HACIENDA BOULEVARD, SUITE 107
HACIENDA HEIGHTS, CALIFORNIA 91745

NOVEMBER 8, 2017

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MITIGATED NEGATIVE DECLARATION

PROJECT NAME: Walnut Business Park.

APPLICANT: Chalmers Equity Group, LLC. 7901 S. Crossway Drive, Pico Rivera, California 90660.

ADDRESS: 22122 Valley Boulevard.

CITY/COUNTY: Pomona and Unincorporated Los Angeles County.

DESCRIPTION: The City of Pomona is the designated Lead Agency for the proposed project's environmental review. The City of Pomona Development Services Department, Planning Division, is reviewing a request to construct an industrial development consisting of five concrete tilt-up structures (referred to as Building 1 through Building 5). The project site consists of 5.76 acres and is located at 22122 Valley Boulevard. The Los Angeles County Assessor's Parcel Numbers (APNs) that are applicable to the project site include 8709-026-004 and 8709-026-061. The project site includes an area currently located both within the corporate boundaries of the City of Pomona and in an unincorporated County area. The Applicant and the City of Pomona also intends to pursue the annexation of those portions of the existing parcels located in the unincorporated County area into the City of Pomona.

The total floor area of the five new buildings will be 144,805 square feet. The floor area of Building 1 will be 21,500 square feet; the floor area of Building 2 will be 27,750 square feet; the floor area of Building 3 will be 26,400 square feet; the floor area of Building 4 will be 32,931 square feet; and the floor area of Building 5 will be 36,224 square feet. Access to the proposed project will be provided by three new driveways located on the east side of Valley Boulevard. The proposed project also involves the approval of a Conditional Use Permit (CUP 12-012), Tentative Parcel Map 73474 (TPM 7550-2017), General Plan Amendment (GPA 5394-2016), and a Change of Zone (ZONE 5395-2016).

FINDINGS: The environmental analysis provided in this Initial Study indicates that the proposed project will not result in any unmitigable significant adverse impacts. For this reason, the City of Pomona has determined that this Mitigated Negative Declaration is the appropriate CEQA document for the proposed project. The following findings may be made based on the analysis contained in the attached Initial Study:

- The approval and subsequent implementation of the proposed project *will not* have the potential to degrade the quality of the environment.

- The approval and subsequent implementation of the proposed project *will not* have the potential to achieve short-term goals to the disadvantage of long-term environmental goals.

- The approval and subsequent implementation of the proposed project *will not* have impacts that are individually limited, but cumulatively considerable, when considering planned or proposed development in the immediate vicinity.

- The approval and subsequent implementation of the proposed project *will not* have environmental effects that will adversely affect humans, either directly or indirectly.

Mark Lazaretto, Development Services Director Date

SECTION 1 - INTRODUCTION

1.1 INITIAL STUDY'S SCOPE AND PURPOSE

The City of Pomona Development Services Department, Planning Division, is reviewing a request to construct an industrial development consisting of five concrete, tilt-up buildings (referred to as Building 1 through Building 5). The project site consists of 5.76 acres and is located at 22122 Valley Boulevard. The City of Pomona is the designated Lead Agency for the proposed project's environmental review. The Los Angeles County Assessor's Parcel Numbers (APNs) that are applicable to the project site are 8709-026-004 and 8709-026-061. The parcels include an area currently located within the corporate boundaries of the City of Pomona and the remainder is in an unincorporated Los Angeles County area.[1] The combined floor area of the five buildings will be 144,805 square feet. The floor area of the individual buildings is summarized below:

- *Building 1.* The floor area of Building 1 will be 21,500 square feet. Of this total, 1,150 square feet will be devoted to office/mezzanine and 20,350 square feet will consist of warehouse. This building will contain two truck high loading docks.

- *Building 2.* The floor area of Building 2 will be 27,750 square feet. Of this total floor area, 1,750 square feet will be devoted to office and 26,000 square feet will consist of warehouse. This building will also contain two truck high loading docks.

- *Building 3.* The floor area of Building 3 will be 26,400 square feet. Of this total, 2,000 square feet will be devoted to office/mezzanine and 24,400 square feet will consist of warehouse. This building will also contain two truck high loading docks.

- *Building 4.* The floor area of Building 4 will be 32,931 square feet. Of this total, 4,000 square feet will be devoted to office and 28,931 square feet will consist of warehouse. This building will also contain two truck high loading docks.

- *Building 5.* The floor area of Building 5 will be 36,224 square feet. Of this total, 5,000 square feet will be devoted to office/mezzanine and 31,224 square feet will consist of warehouse. This building will also contain two truck high loading docks.[2]

Access to the proposed project will be provided by three new driveways located on the east side of Valley Boulevard. The Applicant and the City of Pomona also intends to pursue the annexation of those portions of the existing parcel located in the unincorporated County area into the City of Pomona. The proposed project also involves the approval of a Conditional Use Permit (CUP 12-012), Tentative Parcel Map 73474 (TPM 7550-2017), General Plan Amendment (GPA 5394-2016), and a Change of Zone (ZONE 5395-2016). The existing 5.76-acre project site is currently vacant. The proposed project is described in greater detail in

[1] OC Engineering and Design. *Site Plan (Sheet A-1).* May 9, 2017.

[2] Ibid.

Section 2. As part of the project's environmental review, the City of Pomona authorized the preparation of this Initial Study.[3] This Initial Study provides an evaluation of the environmental impacts of the proposed project and determines the nature and scope of the subsequent environmental analysis, mitigation, and review that may be required. The CEQA Guidelines state that the purposes of an Initial Study are:

- To provide the Lead Agency with information to use as the basis for deciding whether to prepare an environmental impact report (EIR), a mitigated negative declaration, or a negative declaration for the proposed project;

- To facilitate a project's environmental assessment early in the design and development of the project; and,

- To eliminate unnecessary EIRs.

Although this Initial Study was prepared with consultant support, the analysis, conclusions, and findings made as part of its preparation, fully represent the independent judgment and position of the City of Pomona, acting as the Lead Agency. The project Applicant is Chalmers Equity Group, LLC, with offices located at 7901 S. Crossway Drive, Pico Rivera, California, 90660.

1.2 INITIAL STUDY'S ORGANIZATION

The format and structure of this Initial Study generally reflects the Initial Study Checklist, which is provided on the following pages in Section 1.3. The following is an annotated outline summarizing the contents of this Initial Study:

- *Section 1 – Introduction,* provides the procedural context surrounding this Initial Study's preparation and insight into its composition. The Initial Study Checklist provides an issue-by-issue summary of potential impacts.

- *Section 2 - Project Description,* provides an overview of the environmental setting of the affected area along with the physical and operational characteristics of the proposed project.

- *Section 3 - Environmental Analysis,* contains an analysis of potential impacts associated with the proposed project. In addition, this section describes the requisite mitigation that will be effective in reducing potential impacts.

- *Section 4 – Conclusions,* indicates how the proposed project may yield, or have the potential to yield, a significant effect upon one or more of the issue areas analyzed in this Initial Study.

- *Section 5 - List of References,* identifies the references used in the preparation of this Initial Study.

[3] California, State of, *Title 14. California Code of Regulations. Chapter 3. Guidelines for the Implementation of the California Environmental Quality Act.* As Amended 1998 (CEQA Guidelines) § 15050.

1.3 INITIAL STUDY CHECKLIST

The environmental analysis in Section 3 of this Initial Study indicates that the proposed project will not result in any unmitigable adverse impacts. The Initial Study Checklist provided below and on the following pages, summarizes the findings of the environmental analysis.

Table 1-1
Initial Study Checklist

Section	Description of Issue	Potentially Significant Impact	Less than Significant Impact with Mitigation	Less Than Significant Impact	No Impact
Section 3.1 Aesthetics					
3.1.A	Would the project have a substantial adverse effect on a scenic vista?				**X**
3.1.B	Would the project substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a State scenic highway?				**X**
3.1.C	Would the project substantially degrade the existing visual character or quality of the site and its surroundings?			**X**	
3.1.D	Would the project create a new source of substantial light or glare which would adversely affect day- or night-time views in the area?		**X**		
Section 3.2 Agricultural & Forestry Resources					
3.2.A	Would the project convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?				**X**
3.2.B	Would the project conflict with existing zoning for agricultural use, or a Williamson Act Contract?				**X**
3.2.C	Would the project conflict with existing zoning for or cause rezoning of, forest land (as defined in Public Resources Code §4526), or zoned timberland production (as defined by Government Code §51104[g])?				**X**
3.2.D	Would the project result in the loss of forest land or the conversion of forest land to a non-forest use?				**X**
3.2.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 the conversion of forest land to a non-forest use?				**X**
Section 3.3 Air Quality					
3.3.A	Would the project conflict with or obstruct implementation of the applicable air quality plan?				**X**

Table 1-1
Initial Study Checklist

Section	Description of Issue	Potentially Significant Impact	Less than Significant Impact with Mitigation	Less Than Significant Impact	No Impact
3.3.B	Would the project violate any air quality standard or contribute substantially to an existing or projected air quality violation?		X		
3.3.C	Would the project result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable Federal or State ambient air quality standard?			X	
3.3.D	Would the project expose sensitive receptors to substantial pollutant concentrations?				X
3.3.E	Would the project create objectionable odors affecting a substantial number of people?				X
Section 3.4 Biological Resources					
3.4.A	Would the project, either directly or through habitat modifications, have a substantial adverse effect 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?				X
3.4.B	Would the project have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?				X
3.4.C	Would the project have a substantial adverse effect on Federally protected wetlands as defined by §404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?				X
3.4.D	Would the project have a substantial adverse effect on interfering substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory life corridors, or impede the use of native wildlife nursery sites?				X
3.4.E	Would the project have a substantial adverse effect on conflicting with any local policies or ordinances, protecting biological resources, such as a tree preservation policy or ordinance?			X	
3.4.F	Would the project have a substantial adverse effect on conflicting with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or State habitat conservation plan?				X
Section 3.5 Cultural Resources					
3.5.A	Would the project cause a substantial adverse change in the significance of a historical resource as defined in §5064.5 of the CEQA Guidelines?				X

Table 1-1
Initial Study Checklist

Section	Description of Issue	Potentially Significant Impact	Less than Significant Impact with Mitigation	Less Than Significant Impact	No Impact
3.5.B	Would the project cause a substantial adverse change in the significance of an archaeological resource pursuant to §5064.5 of the CEQA Guidelines?		X		
3.5.C	Would the project, directly or indirectly, destroy a unique paleontological resource, site, or unique geologic feature?		X		
3.5.D	Would the project disturb any human remains, including those interred outside of formal cemeteries?			X	
Section 3.6 Geology & Soils					
3.6.A	Would the project expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving rupture of a known earthquake fault, ground–shaking, liquefaction, or landslides?			X	
3.6.B	Would the project result in substantial soil erosion or the loss of topsoil?			X	
3.6.C	Would the project be located on a soil or geologic unit that is unstable, or that would become unstable as a result of the project, and potentially result in on-site or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?				X
3.6.D	Would the project result in or expose people to potential impacts, including location on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (2012) creating substantial risks to life or property?				X
3.6.E	Would the project be located on soils that are incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?				X
Section 3.7 Greenhouse Gas Emissions					
3.7.A	Would the project generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?			X	
3.7.B	Would the project conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing emissions of greenhouse gases?			X	
Section 3.8 Hazards & Hazardous Materials					
3.8.A	Would the project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?			X	
3.8.B	Would the project create a significant hazard to the public or the environment or result in reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?				X

Table 1-1
Initial Study Checklist

Section	Description of Issue	Potentially Significant Impact	Less than Significant Impact with Mitigation	Less Than Significant Impact	No Impact
3.8.C	Would the project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?			X	
3.8.D	Would the project be located on a site, which is included on a list of hazardous material sites compiled pursuant to Government Code §65962.5, and as a result, would it create a significant hazard to the public or the environment?				X
3.8.E	Would the project be located within an airport land use plan, or where such a plan has not been adopted, within two miles of a public airport or a public use airport, would the project result in a safety hazard for people residing or working in the project area?				X
3.8.F	Would the project impair implementation of, or physically interfere with, an adopted emergency response plan, emergency response plan or emergency evacuation plan?				X
3.8.G	Would the project be located within the vicinity of a private airstrip, result in a safety hazard for people residing or working in the project area?				X
3.8.H	Would the project expose people or structures to a significant risk of loss, injury, or death involving wild land fire, including where wild lands are adjacent to urbanized areas or where residences are intermixed with wild lands?			X	
Section 3.9 Hydrology & Water Quality					
3.9.A	Would the project violate any water quality standards or waste discharge requirements?		X		
3.9.B	Would the project substantially deplete groundwater supplies or interfere substantially with groundwater recharge in such a way that would cause a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?				X
3.9.C	Would the project substantially alter the existing drainage pattern of the site or area, including the alteration of the course of a stream or river, in a manner, which would result in substantial erosion or siltation on- or off-site?				X
3.9.D	Would the project substantially alter the existing drainage pattern of the site or area, including the alteration of the course of a stream or river, in a manner which would result in flooding on- or off-site?				X
3.9.E	Would the project create or contribute runoff water, which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff?		X		

Table 1-1
Initial Study Checklist

Section	Description of Issue	Potentially Significant Impact	Less than Significant Impact with Mitigation	Less Than Significant Impact	No Impact
3.9.F	Would the project substantially degrade water quality?				X
3.9.G	Would the project place housing within a 100-year flood hazard area as mapped on a Federal Flood Hazard Boundary or Flood Insurance Rate Map, or other flood hazard delineation map?				X
3.9.H	Would the project place within a 100-year flood hazard area, structures which would impede or redirect flood flows?				X
3.9.I	Would the project expose people or structures to a significant risk of flooding as a result of dam or levee failure?				X
3.9.J	Would the project result in inundation by seiche, tsunami, or mudflow?				X
Section 3.10 Land Use & Planning					
3.10.A	Would the project physically divide an established community, or otherwise result in an incompatible land use?				X
3.10.B	Would the project conflict with an applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to, a general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?				X
3.10.C	Would the project conflict with any applicable habitat conservation or natural community conservation plan?				X
Section 3.11 Mineral Resources					
3.11.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?				X
3.11.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?				X
Section 3.12 Noise					
3.12.A	Would the project result in exposure of persons to, or the generation of, noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?			X	
3.12.B	Would the project result in exposure of people to, or the generation of, excessive ground-borne noise levels?				X
3.12.C	Would the project result in substantial permanent increase in ambient noise levels in the project vicinity above noise levels existing without the project?			X	
3.12.D	Would the project result in substantial temporary or periodic increases in ambient noise levels in the project vicinity above levels existing without the project?		X		

Table 1-1
Initial Study Checklist

Section	Description of Issue	Potentially Significant Impact	Less than Significant Impact with Mitigation	Less Than Significant Impact	No Impact
3.12.E	For a project located with 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?				**X**
3.12.F	For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?				**X**
Section 3.13 Population & Housing					
3.13.A	Would the project induce substantial population growth in an area, either directly or indirectly?				**X**
3.13.B	Would the project displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?				**X**
3.13.C	Would the project displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?				**X**
Section 3.14 Public Services					
3.14.A	Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, the construction of which would cause significant environmental impacts in order to maintain acceptable service ratios, response times, or other performance objectives in *fire protection* services?			**X**	
3.14.B	Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, the construction of which would cause significant environmental impacts in order to maintain acceptable service ratios, response times, or other performance objectives in *law enforcement services*?			**X**	
3.14.C	Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, the construction of which would cause significant environmental impacts in order to maintain acceptable service ratios, response times, or other performance objectives in *educational services*?				**X**
3.14.D	Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, the construction of which would cause significant environmental impacts in order to maintain acceptable service ratios, response times, or other performance objectives in *governmental services*?				**X**
Section 3.15 Recreation					
3.15.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?				**X**

Table 1-1
Initial Study Checklist

Section	Description of Issue	Potentially Significant Impact	Less than Significant Impact with Mitigation	Less Than Significant Impact	No Impact
3.15.B	Would the project affect existing recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment?				**X**
Section 3.16 Transportation & Traffic					
3.16.A	Would the project conflict with an applicable plan, ordinance, or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to, intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?			**X**	
3.16.B	Would the project conflict with an applicable congestions management program, including but not limited to, level of service standards and travel demand measures, or other standards established by the County Congestion Management Agency for designated roads or highways?				**X**
3.16.C	Would the project result in a change in air traffic patterns, including either an increase in traffic levels or a change in the location that results in substantial safety risks?				**X**
3.16.D	Would the project substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?		**X**		
3.16.E	Would the project result in inadequate emergency access?				**X**
3.16.F	Would the project conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?				**X**
Section 3.17 Utilities					
3.17.A	Would the project exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?			**X**	
3.17.B	Would the project require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental impacts?			**X**	
3.17.C	Would the project require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?				**X**
3.17.D	Would the project have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?				**X**

Table 1-1
Initial Study Checklist

Section	Description of Issue	Potentially Significant Impact	Less than Significant Impact with Mitigation	Less Than Significant Impact	No Impact
3.17.E	Would the project result in a determination by the wastewater treatment provider, which serves or may serve the project that it has inadequate capacity to serve the project's projected demand in addition to the provider's existing commitments?				**X**
3.17.F	Would the project be served by a landfill with insufficient permitted capacity to accommodate the project's solid waste disposal needs?				**X**
3.17.G	Would the project comply with Federal, State, and local statutes and regulations related to solid waste?				**X**

SECTION 2 - PROJECT DESCRIPTION

2.1 PROJECT OVERVIEW

The City of Pomona is the designated Lead Agency for the proposed project's environmental review. The City of Pomona Development Services Department, Planning Division, is reviewing a request to construct an industrial development consisting of five concrete tilt-up buildings (referred to as Building 1 through Building 5). The project site consists of 5.76 acres and is located at 22122 Valley Boulevard. The Los Angeles County Assessor's Parcel Numbers (APNs) that are applicable to the project site are 8709-026-004 and 8709-026-061. The parcels include a small area located within the corporate boundaries of the City of Pomona and the remainder is in an unincorporated County area.[4]

The combined floor area of the five buildings will be 144,805 square feet. The floor area of Building 1 will be 21,500 square feet; the floor area of Building 2 will be 27,750 square feet; the floor area of Building 3 will be 26,400 square feet; the floor area of Building 4 will be 32,931 square feet; and the floor area of Building 5 will be 36,224 square feet. Access to the proposed project will be provided by three new driveways located on the east side of Valley Boulevard. The Applicant and the City of Pomona also intends to pursue the annexation of those portions of the project site that are located in the unincorporated County area into the City of Pomona. The proposed project also involves the approval of a Conditional Use Permit (CUP 12-012), Tentative Parcel Map 73474 (TPM 7550-2017), General Plan Amendment (GPA 5394-2016), and a Change of Zone (ZONE 5395-2016).

2.2 PROJECT LOCATION

The proposed project site is located within the City of Pomona. The City of Pomona is located in the eastern portion of the San Gabriel Valley approximately 27 miles east of downtown Los Angeles and 26 miles west of the City of San Bernardino. The San Gabriel Mountains are located to the north of the City, and the San Jose and Puente Hills are located to the west. Pomona is bounded by the cities of Claremont, La Verne, and San Dimas on the north; unincorporated portions of San Bernardino County and the City of Montclair on the east; the cities of Chino, Chino Hills, and Diamond Bar on the south; and the cities of Walnut and Industry, unincorporated portions of Los Angeles County, and the California State Polytechnic University at Pomona (Cal Poly) on the west. The City's location in a regional context is illustrated in Exhibit 2-1. The City's location in relation to the surrounding communities is illustrated in Exhibit 2-2.

The project site consists of 5.76 acres located near the southwestern portion of the City. The existing parcels are located in both the City of Pomona and the unincorporated portion of Los Angeles County. Valley Boulevard extends along the project site's westerly side. The project site is located approximately 1.25 miles south of Temple Avenue, and Grand Avenue is located approximately 0.6 miles to the southwest. The project site's legal address is 22122 Valley Boulevard. A vicinity map is provided in Exhibit 2-3 and a local map is provided in Exhibit 2-4.

[4] The project Applicant and the City of Pomona are in the process of preparing an application to LAFCO for the annexation of those properties located in the unincorporated County area.

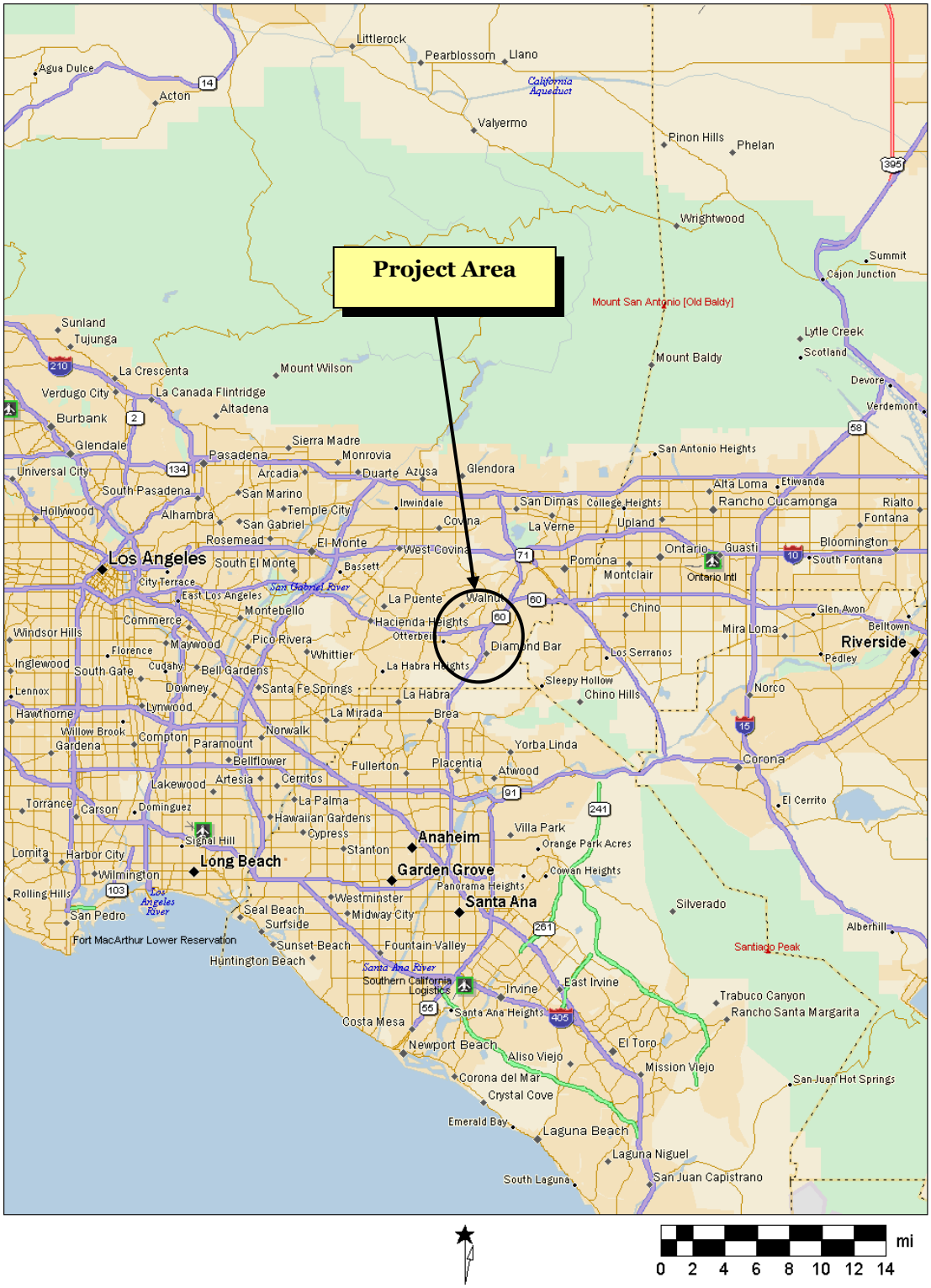


EXHIBIT 2-1
REGIONAL LOCATION
Source: Delorme

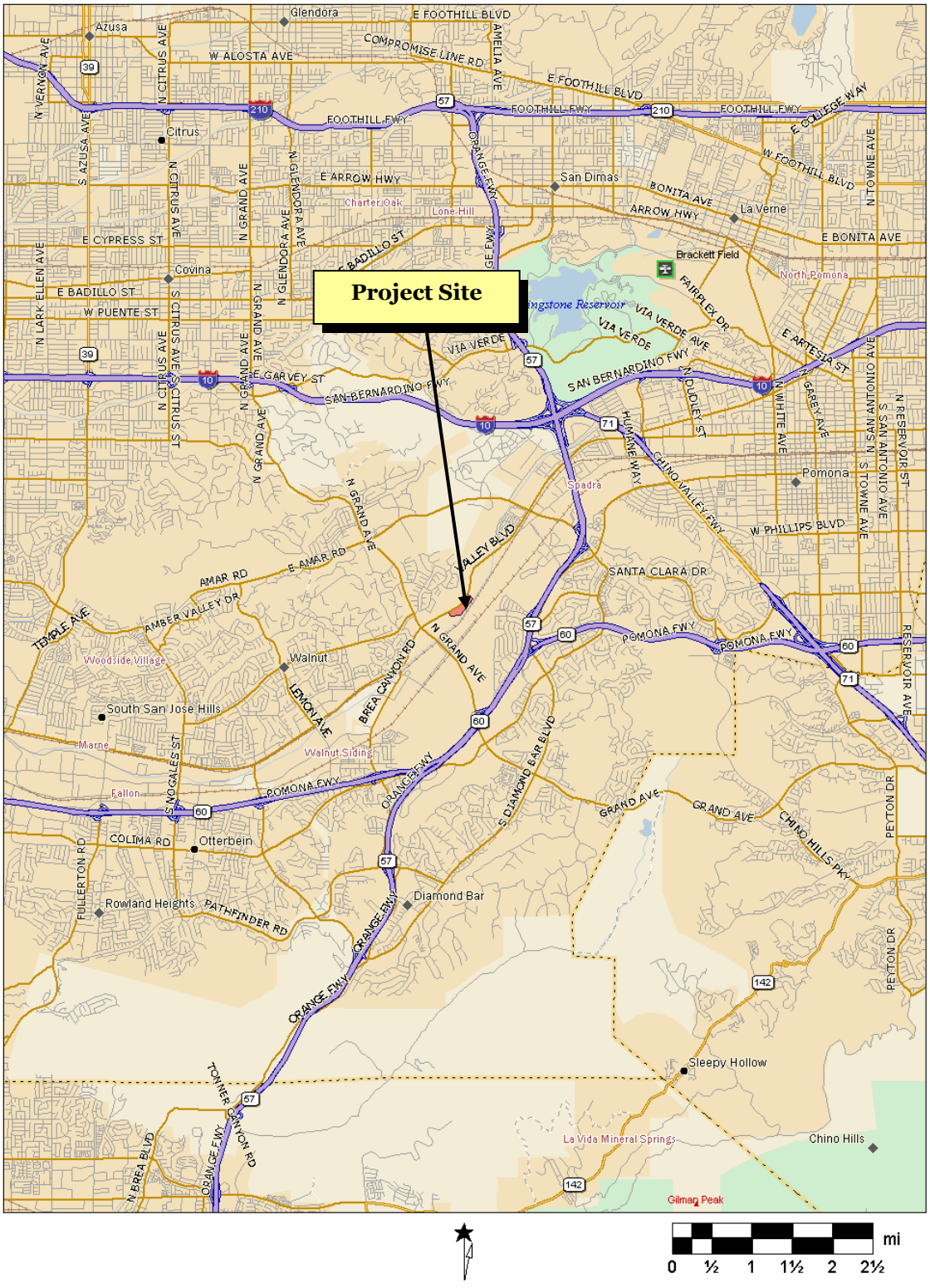


EXHIBIT 2-2
PROJECT LOCATION IN THE CITY OF POMONA
Source: Delorme

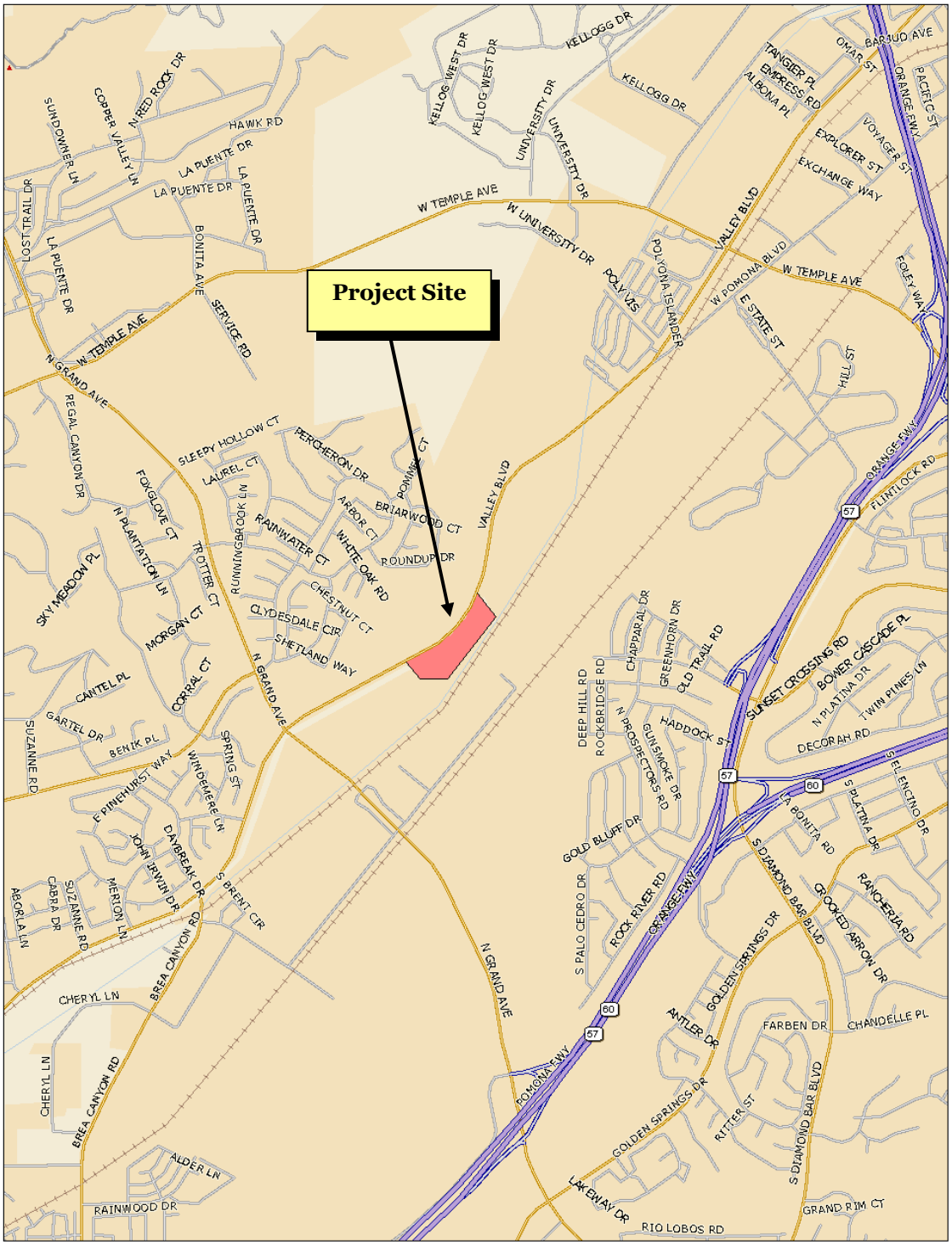


EXHIBIT 2-3
VICINITY MAP
Source: Delorme

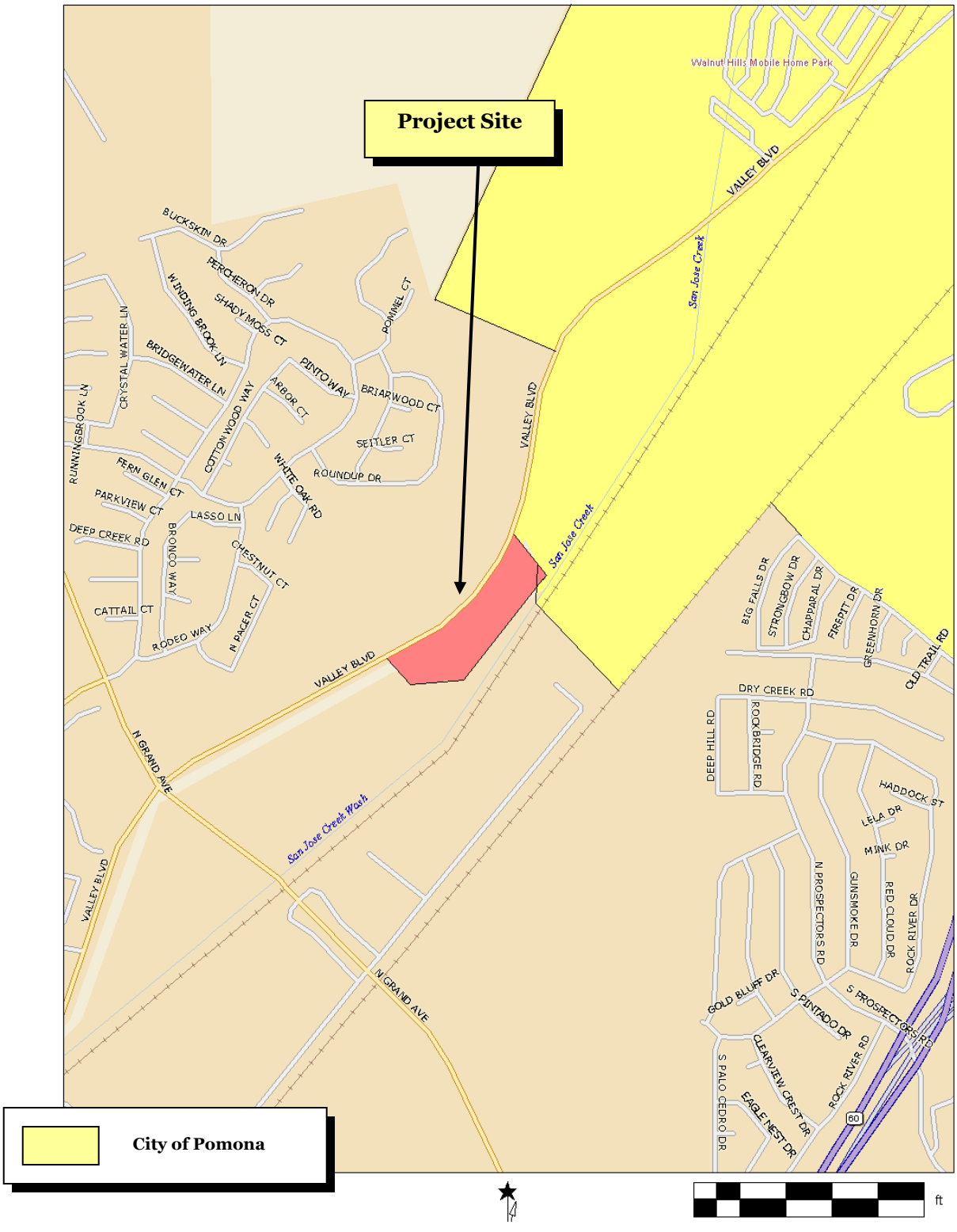


EXHIBIT 2-4
LOCAL MAP
Source: Delorme

2.3 ENVIRONMENTAL SETTING

The project site is located in the midst of an urbanized area located near the southwestern corner of the City of Pomona. Surrounding land uses and development in the vicinity of the project site include the following:

- Valley Boulevard extends along the site's westerly side. Open space and a large residential planned development are located further west of Valley Boulevard. The properties located to the west of Valley Boulevard are located within the corporate boundaries of the City of Walnut.

- Consolidated Precision Products, located at 4200 Valley Boulevard, abuts the project site on the north side. The business is involved in the manufacturing of precision products for the aerospace industry.

- California Coach Auto Body, Inc., located at 22064 Valley Boulevard, is located to the south of the project site.

- San Jose Creek, a concrete-lined flood control channel, extends along the project site's easterly side. A railroad right-of-way is located further east, along the east side of the aforementioned flood control channel. Industrial and distribution uses are located further east.

The project site is currently vacant. Land cover consists of unmaintained ruderal vegetation. An aerial photograph of the project site and the surrounding area is provided in Exhibit 2-5. Photographs of the site and the surrounding area are provided in Exhibits 2-6 and 2-7.

2.4 PROJECT DESCRIPTION

2.4.1 PHYSICAL CHARACTERISTICS

The proposed project will be a warehousing and light industrial development consisting of five concrete tilt-up buildings totaling 144,805 square feet of floor area within the 5.76-acre project site. The proposed project will consist of the following elements described below and on the following page:

- *Building 1.* The floor area of Building 1 will be 21,500 square feet. Of this total, 1,150 square feet will be devoted to office and 20,350 square feet will consist of warehouse. The 1,150 square feet of office will include a 750 square-foot mezzanine. This building will also contain two truck high loading docks. This building will be located in the southernmost portion of the site and the front (north) elevation will be oriented towards the parking stalls. The office area and main public entrance will be located in the building's northwest corner. The two truck high doors and loading positions will also be located in the building's northeast corner. The building's longest dimension will be 150 feet (east to west) by 130 feet (north to south). With the exception of the office mezzanine, the building will be a single-level structure with a maximum height of 34 feet.

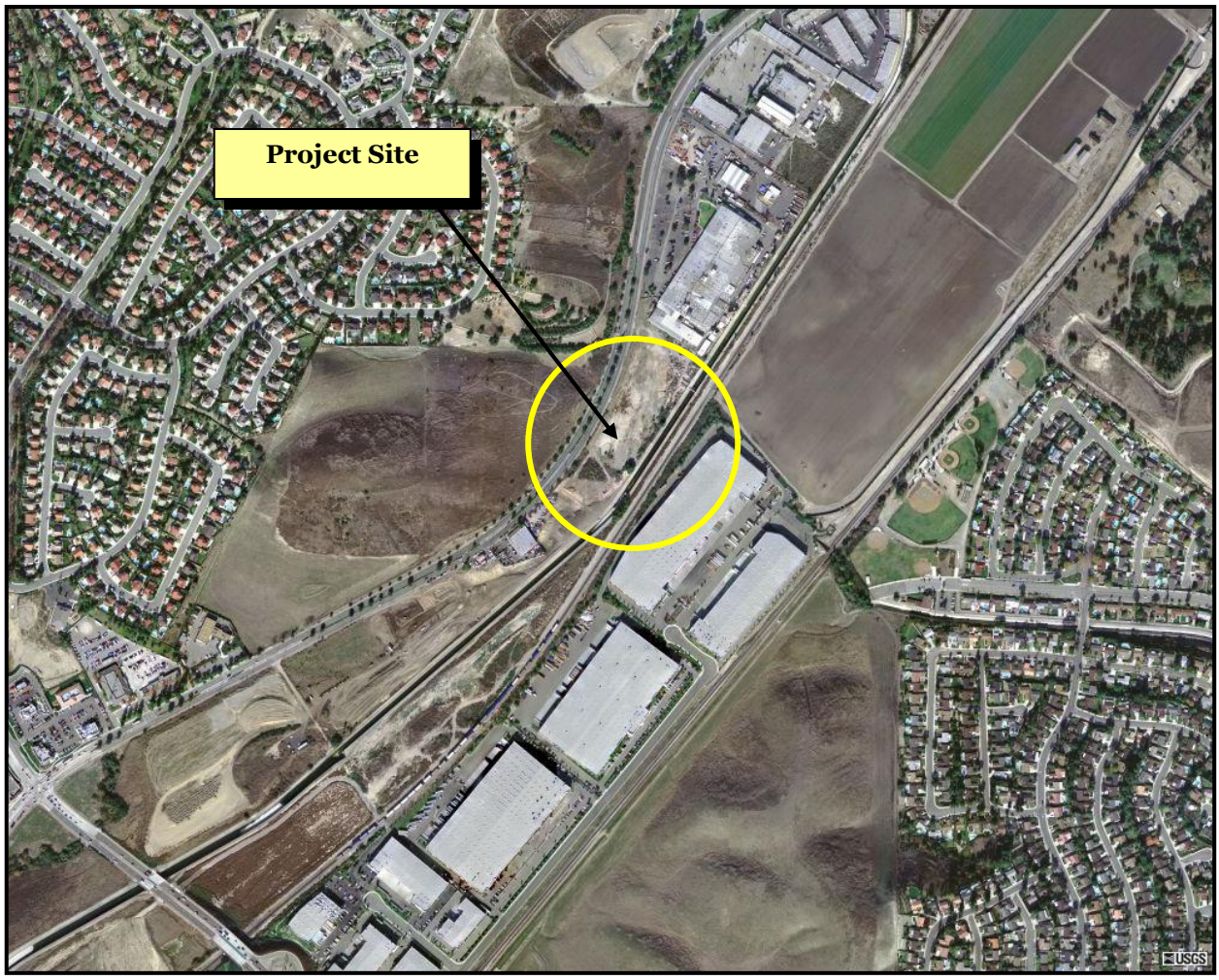
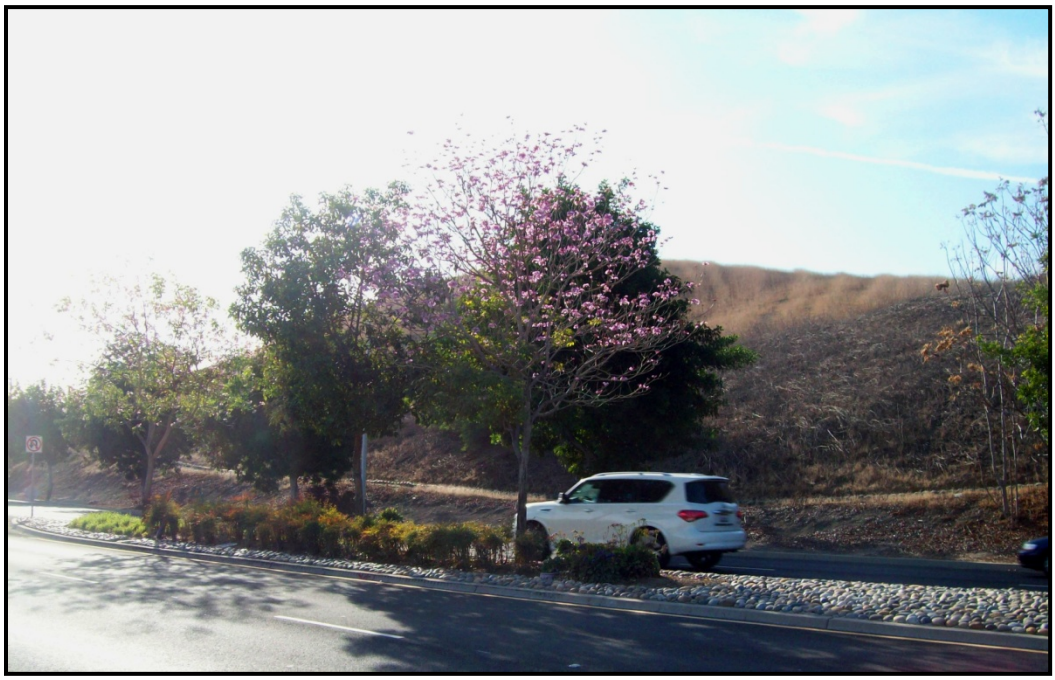


EXHIBIT 2-5
AERIAL PHOTOGRAPH
Source: Google

View looking north on Valley Boulevard. Project site is located in the right-hand side of the photo.



View looking to the southwest from the site. Valley Boulevard is located in the foreground.

EXHIBIT 2-6
PHOTOGRAPHS OF THE PROJECT SITE

Source: Blodgett Baylosis Environmental Planning

View looking east across the project site.

View of the project site looking north.

EXHIBIT 2-7
PHOTOGRAPHS OF THE PROJECT SITE
Source: Blodgett Baylosis Environmental Planning

- *Building 2* will have a floor area of 27,750 square feet. Of this total, 1,750 square feet will be devoted to office and 26,000 square feet will consist of warehouse. The building will include 875 square feet of office and 875 square feet of office mezzanine. This building will also be located in the southern portion of the site and the front (south) elevation will be oriented towards the parking stalls. The office area and main public entrance will be located in the building's southwest corner. The two truck high doors and loading positions will be located in the building's southeast corner. The building's longest dimensions will be 200 feet (east to west) by 150 feet (north to south). With the exception of the office mezzanine, the building will have a single level with a maximum height of 34 feet.[5]

- *Building 3* will have a floor area of 26,400 square feet. Of this total, 2,000 square feet will be devoted to office and 24,400 square feet will consist of warehouse. The 2,000 square feet of office will include a 1,000 square-foot mezzanine. This building will also contain two truck high loading doors. This building will be located in the central portion of the site and the front (north) elevation will be oriented towards the parking stalls. The office area and main public entrance will be located in the building's northwest corner. The two truck high doors and loading positions will also be located in the building's northeast corner. The building's longest dimensions will be 204 feet (east to west) by 135 feet (north to south). With the exception of the office mezzanine, the building will have a single level with a maximum height of 34 feet.[6]

- *Building 4* will have a floor area of 32,931 square feet. Of this total, 4,000 square feet will be devoted to office and 28,931 square feet will consist of warehouse. The 4,000 square feet of office will include a 2,000 square-foot mezzanine. This building will be located in the northern portion of the site and the front (south) elevation will be oriented towards the parking stalls. The office area and main public entrance will be located in the building's southwest corner. The two truck high doors and loading positions will also be located in the building's southeast corner. The building's longest dimensions will be 230 feet (east to west) by 150 feet (north to south). With the exception of the office mezzanine, the building will have a single level with a maximum height of 35 feet.[7]

- *Building 5* will have a floor area of 36,224 square feet. Of this total, 5,000 square feet will be devoted to office and office mezzanine. A total of 31,224 square feet will consist of warehouse. The 5,000 square feet of office will include a 2,500 square-foot mezzanine. This building will be located in the northernmost portion of the site and the front (north) elevation will be oriented towards the parking stalls. The office area and main public entrance will be located in the building's northwest corner. The two truck high doors and loading positions will also be located in the building's northeast corner. The building's longest dimensions will be 249 feet (east to west)

[5] OC Engineering and Design. *Site Plan (Sheet A-1)*. May 9, 2017.

[6] Ibid.

[7] Ibid.

by 150 feet (north to south). With the exception of the office mezzanine, the building will be a single-level structure with a maximum height of 35 feet.[8]

- *Landscaping*, consisting of 17,841 square feet, will be provided throughout the proposed development. The majority of the new landscaping will be provided along the parkway area extending along the Valley Boulevard frontage. Other landscaping will be installed along the north and south property lines, near the main office entries, and in the parking area. A new sidewalk will also be installed along the Valley Boulevard frontage.[9]

- *Vehicular access* (personal vehicles and trucks) will be provided by three, 30-foot driveway connections with the south side of Valley Boulevard. The driveways will accommodate two lanes, one lane for ingress and one lane for egress. The internal drive aisles will connect the three driveways with the drive aisle that will extend into the development and along the site's easterly side.[10]

- *Surface parking* will consist of 196 parking spaces. Of the total, 10 parking spaces will be ADA, 42 spaces will be compact spaces, and the remaining 144 spaces will be standard size spaces. Parking spaces will be provided along the front elevation of each building, along the rear of the buildings, and along the east and north perimeters of the project site. Each building will have its own assigned parking.[11]

The proposed project also involves the approval of a Conditional Use Permit (CUP 12-012), Tentative Parcel Map 73474 (TPM 7550-2017), General Plan Amendment (GPA 5394-2016), and a Change of Zone (ZONE 5395-2016). The land areas of the new parcels are summarized below:

- *Parcel 1* will be occupied by Building 1 and will have a total land area of 38,883 square feet;

- *Parcel 2* will be occupied by Building 2 and will have a total land area of 51,565 square feet;

- *Parcel 3* will be occupied by Building 3 and have a total land area of 49,589 square feet;

- *Parcel 4* will be occupied by Building 4 and will have a total land area of 60,645 square feet; and,

- *Parcel 5* will be occupied by Building 5 and will have a total land area of 75,850 square feet.

Table 1 summarizes the proposed project and outlines the proposed development for each parcel. A conceptual site plan for the proposed project is provided in Exhibit 2-8.

[8] OC Engineering and Design. *Site Plan (Sheet A-1)*. May 9, 2017.

[9] Ibid.

[10] Ibid.

[11] Ibid.

Table 2-1
Summary of the Proposed Project

Project Element	Parcel/Bldg. 1	Parcel/Bldg. 2	Parcel/Bldg. 3	Parcel/Bldg. 4	Parcel/Bldg. 5
Parcel Land Area	38,883 sq. ft.	51,565 sq. ft.	49,589 sq. ft.	60,645 sq. ft.	75,850 sq. ft.
Total Floor Area	21,500 sq. ft.	27,750 sq. ft.	26,400 sq. ft.	32,931 sq. ft.	36,224 sq. ft.
Office	400 sq. ft.	875 sq. ft.	1,000 sq. ft.	2,000 sq. ft.	2,500 sq. ft.
Office Mezzanine	750 sq. ft.	875 sq. ft.	1,000 sq. ft.	2,000 sq. ft.	2,500 sq. ft.
Warehouse	20,350 sq. ft.	26,000 sq. ft.	24,400 sq. ft.	28,931 sq. ft.	31,224 sq. ft.
Parking	25 spaces	33 spaces	33 spaces	45 spaces	60 spaces
Standard	20 spaces	23 spaces	23 spaces	34 spaces	44 spaces
Compact	4 spaces	8 spaces	8 spaces	9 spaces	13 spaces
ADA	1 space	2 spaces	2 spaces	2 spaces	3 spaces
Total Parcel Area	5.76 acres (251,200 sq. ft.)				
Total Building Area	144,805 sq. ft.				
Total Office (inc. mezz.)	13,900 sq. ft.				
Total Warehouse	130,905 sq. ft.				
Total Landscaping	17,841 sq. ft.				

Source: OC Engineering and Design. *Site Plan (Sheet A-1).* May 9, 2017.

2.4.2 OPERATIONAL CHARACTERISTICS

According to information supplied by the Applicant, the five buildings will be occupied by individual tenants. While the tenants remain to be identified, the potential businesses will include those that are permitted under the M-2 (*General Industrial)* zone. Any prospective use must be either permitted by right or conditionally permitted under the City's Zoning Ordinance. The operating hours of the potential businesses that may ultimately occupy the buildings are also unknown at this time. The projected employment is estimated to be at least 146 jobs, assuming one job for every 1,000 square feet of floor area.

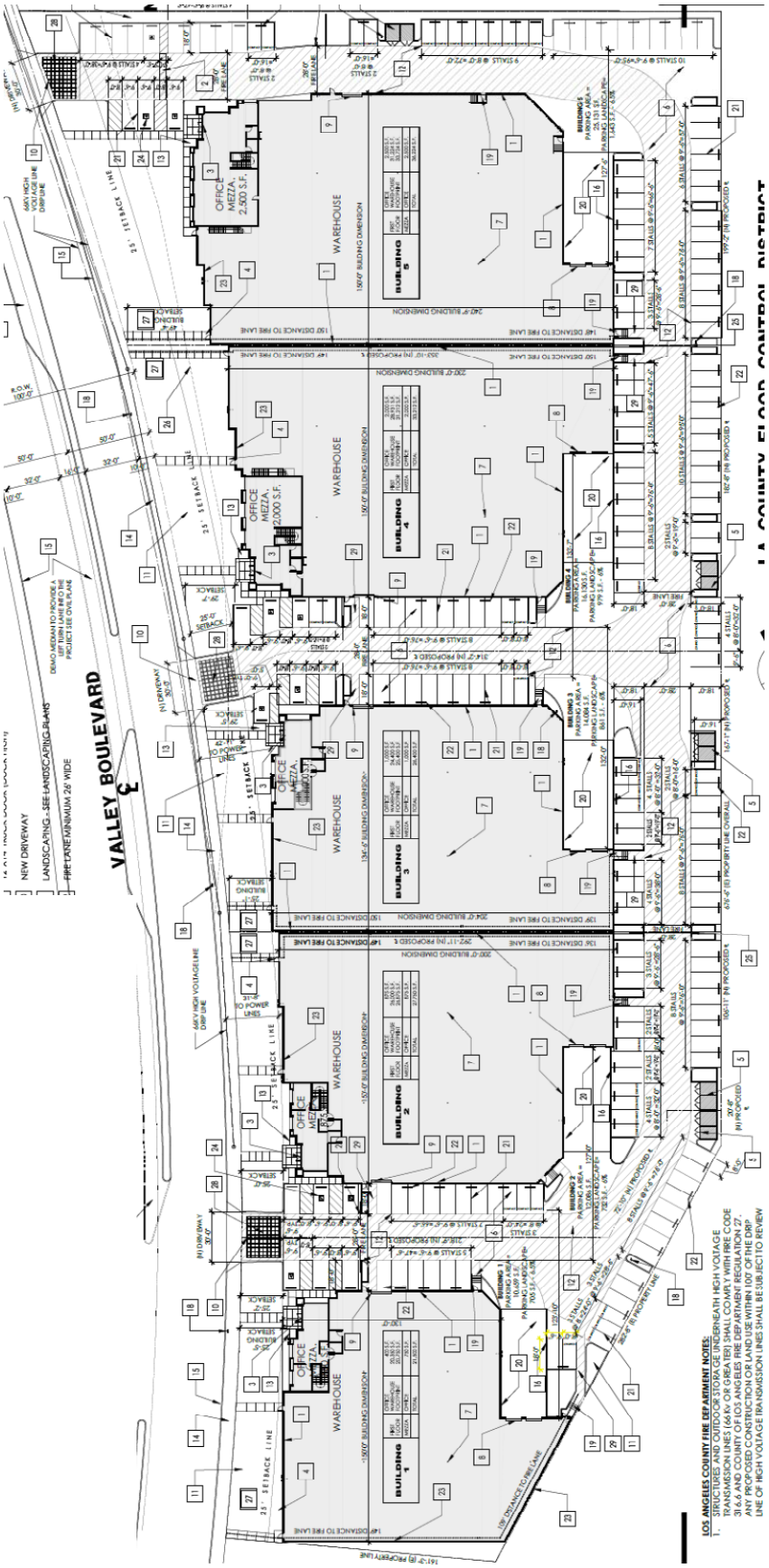


EXHIBIT 2-8
PROPOSED SITE PLAN
Source: O.C. Design & Engineering

2.4.3 CONSTRUCTION CHARACTERISTICS

The proposed project will take approximately eleven months to complete. The proposed project's construction will consist of the following phases:

- *Site Grading*. The project site will undergo the required grading and earthwork. During this phase land clearing will also occur. This phase will take approximately two months to complete.

- *Site Preparation*. The project site will be prepared for the construction of the buildings. The building footings and pads will also be completed during this phase. This phase will take approximately one month to complete.

- *Building Erection*. The new tilt-up concrete buildings will be erected during this phase. This phase will take approximately four months to complete.

- *Paving and Landscaping*. This phase will involve the finishing of the new buildings, the paving of the parking areas, and the installation of the landscaping. This phase will take approximately two months to complete.

- *Finishing*. This concluding phase will involve the painting and finishing of the new buildings. This phase will take approximately two months to complete.

2.5 PROJECT OBJECTIVES

The project Applicant is seeking to accomplish the following objectives with the proposed project:

- To more efficiently utilize the site;

- To operate a state-of-the-art distribution facility that will serve the local market; and,

- To realize a fair return on their investment.

The City of Pomona seeks to accomplish the following objectives with this review of the proposed project:

- To minimize the environmental impacts associated with the proposed project;

- To create new jobs and to promote increased property valuation as a means to finance public services and improvements in the City; and,

- To ensure that the proposed development and the attendant use is in conformance with the policies of the City of Pomona General Plan.

2.6 DISCRETIONARY ACTIONS

The Applicant and the City of Pomona intend to pursue the annexation of those portions of the project site that are located in the unincorporated Los Angeles County area into the City of Pomona. The proposed project will also require the following discretionary approvals by the City of Pomona:

- The approval of a Conditional Use Permit (CUP 12-012);
- The approval of a Tentative Parcel Map 73474 (TPM 7550-2017);
- The approval of a General Plan Amendment (GPA 5394-2016);
- The approval of a Change of Zone (ZONE 5395-2016);
- The adoption of the Mitigated Negative Declaration; and,
- The adoption of the Mitigation Monitoring and Reporting Program (MMRP).

Other permits will be required, will include but not be limited to, the following:

- The issuance of a grading permit by the City of Pomona;
- The issuance of a building permit by the City of Pomona;
- The issuance of an occupancy permit by the City of Pomona;
- The issuance of an encroachment permit (Valley Boulevard) by the City of Walnut; and,
- The issuance of utility connections for water and sewer connections.

There are a number of easements located within the property that will be either abandoned or relocated.[12] These include the following:

- A number of existing utility easements (Southern California Edison) for aboveground power lines will be quitclaimed and/or relocated;
- An existing easement for a public road (Los Angeles County) will be vacated;
- Obsolete water and sewer line easements (Electronic Specialty Company) to be quitclaimed and/or relocated;
- Obsolete water and sewer line easements (Electronic Specialty Company) to be quitclaimed and/or relocated;
- An existing storm drain easement (City of Pomona) will be vacated and relocated; and,
- An existing easements for slopes (Los Angeles County) will be vacated.

[12] Thienes Engineering, Inc. *Tentative Tract No. 72088*. September 20, 2012.

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SECTION 3 - ENVIRONMENTAL ANALYSIS

This section of the Initial Study analyzes the potential environmental impacts that may result from the proposed project as described previously in Section 2. The issue areas evaluated in this Initial Study include the following:

- ●Aesthetics Impacts (Section 3.1);
- ●Agricultural & Forestry Impacts (Section 3.2);
- ●Air Quality Impacts (Section 3.3);
- ●Biological Resources Impacts (Section 3.4);
- ●Cultural Resources Impacts (Section 3.5);
- ●Geology & Soils Impacts (Section 3.6);
- ●Greenhouse Gas Impacts (Section 3.7);
- ●Hazards Impacts (Section 3.8);
- ●Hydrology & Water Impacts (Section 3.9);
- ●Land Use & Planning Impacts (Section 3.10);
- ●Mineral Resources Impacts (Section 3.11);
- ●Noise Impacts (Section 3.12);
- ●Population & Housing Impacts (Section 3.13);
- ●Public Services Impacts (Section 3.14);
- ●Recreation Impacts (Section 3.15);
- ●Transportation & Traffic Impacts (Section 3.16); and,
- ●Utilities Impacts (Section 3.17).

Under each issue area, a description of the thresholds of significance is provided. These thresholds will assist the City of Pomona in making a determination as to whether there is a potential for significant or adverse impacts on the environment. For the evaluation of potential impacts, the questions in the Initial Study Checklist are stated and an answer is provided according to the analysis undertaken as part of the Initial Study's preparation. The analysis considers both the short-term (construction-related) and long-term (operational) impacts associated with the proposed project's implementation, and where appropriate, the cumulative impacts. To each question, there are four possible responses:

- *No Impact*. The proposed project will not have any measurable environmental impact on the environment, and no further analysis is required.

- *Less Than Significant Impact*. The proposed project may have the potential for impacts on the environment, although these impacts are below levels or thresholds that the City of Pomona and other responsible agencies consider to be significant. For certain issues, however, mitigation measures have been recommended to further reduce the level of impact.

- *Less than Significant Impact with Mitigation*. The proposed project may have the potential to generate effects that the Lead Agency considers to represent a significant impact on the environment. However, mitigation measures have been recommended that will reduce the potential impacts to levels that are less than significant.

- *Potentially Significant Impact*. The proposed project may, or is known to, represent impacts that are considered significant, and/or additional analysis is required to identify mitigation measures.

3.1 AESTHETIC IMPACTS

3.1.1 THRESHOLDS OF SIGNIFICANCE

In accordance with the provisions of CEQA, a project may be deemed to have a significant adverse aesthetic impact if it results in any of the following:

- An adverse effect on a scenic vista;
- Substantial damage to scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a State scenic highway;
- A substantial degradation of the existing visual character or quality of the site and its surroundings; or,
- A new source of substantial light and glare that would adversely affect day- or night-time views in the area.

3.1.2 ENVIRONMENTAL ANALYSIS

3.1.A. Would the project affect a scenic vista? ● No Impact.

Land uses and development within the City of Pomona include a wide range of land uses. The variables that have contributed to the existing development patterns within the vicinity of the project site include the local topography including the hillside areas to the north of the site and the San Jose River channel to the south. The project site is located in a broad, flat bottom valley created by San Jose Creek. Local views in the area are dominated by the hillside areas located nearby, the San Gabriel Mountains, located farther north, and the Puente Hills located to the southwest of the project site. The San Gabriel Mountains are located approximately eight miles to the north of the project site.[13]

Receptors that are most sensitive to the potential view-shed impacts in the vicinity of the project site include the homes located approximately 1,632 feet to the west of the project site.[14] The project site is located in the midst of an industrial corridor that extends along Valley Boulevard near the southwestern corner of the City of Pomona. Surrounding land uses and development in the vicinity of the project site include the following:

- Valley Boulevard extends along the site's westerly side. Open space and a large residential planned development are located further west of Valley Boulevard. The area located to the west of Valley Boulevard is located within the corporate boundaries of the City of Walnut.

[13] Google Earth. Site Accessed September 22, 2014.

[14] Ibid.

- Consolidated Precision Products, located at 4200 Valley Boulevard, abuts the project site on the north side. The business is involved in the manufacturing of precision products for the aerospace industry.

- California Coach Auto Body, Inc., located at 22064 Valley Boulevard, is located to the south of the project site.

- San Jose Creek, a concrete-lined flood control channel extends along the project site's easterly side. A railroad right-of-way is located further east, along the east side of the aforementioned flood control channel. Industrial uses and warehouses are located east of the railroad right-of-way (ROW)and flood control channel.

- The project site is currently vacant and land cover consists of unmaintained ruderal vegetation. A poorly maintained landscaped parkway area and chain-link fence extends along the Valley Boulevard frontage. Above-ground utility lines are also located along the project site's Valley Boulevard frontage.

As indicated previously, the proposed project will involve the removal of the existing on-site land cover and debris on-site and the construction of five new buildings. The most significant change in the views along the Valley Boulevard frontage will involve the installation of a 25-foot wide landscaped setback, a new sidewalk, and the construction of the five new concrete tilt-up structures. In addition, the site's topography will be altered so that building pads are provided. The building pads and the parking areas will be 12 feet or more below the base elevation of Valley Boulevard. The majority of the new buildings will be shielded from views from Valley Boulevard once the landscaping is installed. Even with the construction of the new buildings, the proposed project will not obstruct any significant views or view-sheds in the area. As a result, no impacts are anticipated.

3.1.B. Would the project substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a State scenic highway? ● No Impact.

There are no designated State scenic highways located in the vicinity of the project site.[15] In addition, Valley Boulevard is not a City-designated scenic highway. The proposed project will involve the construction of five new buildings that include architectural features which will improve the site's appearance along the Valley Boulevard. In addition, the proposed project will involve the removal of the existing, unmaintained ruderal vegetation that currently occupies the site. In addition, a new 25-foot wide landscaped setback will also be provided along the Valley Boulevard frontage. The surrounding properties have already undergone development and there are no natural topographic features remain.[16] There are no historic buildings located in the vicinity of the project site (historic resources are discussed herein in Section 3.5). As a result, no impacts on this issue are anticipated.

[15] California Department of Transportation. *Official Designated Scenic Highways.* www.dot.ca.gov

[16] Blodgett Baylosis Environmental Planning. *Field Survey*. Survey was completed on September 16, 2014, Updated May 15, 2015.

3.1.C. Would the project substantially degrade the existing visual character or quality of the site and its surroundings? ● Less Than Significant Impact.

Industrial-related uses occupy those properties located along the east side of Valley Boulevard in the immediate vicinity of the proposed project site. As indicated previously, the proposed development will improve the site's appearance from Valley Boulevard. The City of Pomona General Plan includes policies that are relevant to the proposed project. The policies (shown in italics) and the proposed project's conformity with the policies are summarized below:

- *6F.G4 Improve the physical character of workplace districts to complement the transition of the area to lighter industrial/higher technology uses.* The proposed project will improve the appearance of the Valley Boulevard corridor in the vicinity of the project site.

- *6F.G8 Improve the physical character of existing concentrations of industrial and light industrial development to make them more attractive to new investment and more compatible with nearby residential neighborhoods.* The proposed project will include new buildings and landscaping along the Valley Boulevard corridor.

- *6F.P2 Attract new businesses by encouraging existing development to implement site and building improvements and by upgrading the streetscape character of existing workplace districts.* The proposed project will involve the construction of five new industrial buildings within a property that is currently vacant. The Valley Boulevard appearance will be improved.

- *6F.P4 Develop a streetscape program (including sidewalks, trees, and signage) to complement the incremental transition of Workplace Districts to lighter industrial/higher technology uses.* As part of the site's development, a new sidewalk and parkway landscaping will be installed.

- *6F.P7 Incorporate performance standards for screening, landscaping, noise, and pollution emissions into the Zoning Ordinance to maintain a clean industrial environment.* All of the design elements discussed in the policy will be incorporated into the proposed project.

- *6F.P11 Employ measures such as: landscaped medians; street trees; continuous linear parks with pedestrian/bike paths; parkway landscaping and berms adjacent to residential areas; parking lots and storage areas for industrial and commercial uses along rail corridors or highways.* All of the design elements discussed in this policy will be incorporated into the proposed project.

- *6F.P13 Establish performance standards for noise, odor, glare, and air quality for general industrial uses.* Mitigation has been identified as a means to control noise, light and glare, and air emissions.

Compliance with the aforementioned policies will reduce the proposed project's impacts to levels that are less than significant.

3.1.D. Would the project create a new source of substantial light or glare that would adversely affect day- or night-time views in the area? ● Less Than Significant Impact with Mitigation.

Exterior lighting can be a nuisance to adjacent land uses that are sensitive to this lighting. This nuisance lighting is referred to as *light trespass,* which is typically defined as the presence of unwanted light on properties located adjacent to the source of lighting. Future sources of lighting will include lights from vehicles traveling on Valley Boulevard, lights from nearby development, and new indoor and outdoor lighting that will be installed with the proposed project.

The nearest homes are located approximately 800 feet to the northwest along Roundup Drive. These homes are located within the corporate boundaries of the City of Walnut. A second residential neighborhood is located approximately 1,650 feet to the east of the project site. These homes are separated from the project site by open space, the San Jose Creek, a railroad ROW, and industrial uses and warehouses. The lighting that will be installed as part of the proposed improvements will include parking area lighting, security lighting, and interior building lighting. Because light sensitive receptors are found in the vicinity of the project site, the following mitigation is required in order to minimize the potential impacts to the greatest extent possible:

- The Applicant must ensure that appropriate light shielding is provided for the lighting equipment in the parking area, buildings, and security as a means to limit glare and light trespass. The plan for the lighting must be submitted to the Chief Building Official and the Development Services Manager for review and approval prior to the issuance of any building permits.

- A project site parking and street lighting plan and an exterior photometric plan indicating the location, size, and type of existing and proposed lighting shall be prepared by the Applicant and submitted for review and approval by the Chief Building Official and the Development Services Manager.

The mitigation identified above will reduce the potential impacts to levels that are less than significant.

3.1.3 SIGNIFICANT EFFECTS & MITIGATION

The analysis determined that the proposed project would not result in any significant adverse aesthetic impacts. Because light sensitive receptors are found in the vicinity of the project site, the following mitigation is required in order to minimize the potential impacts to the greatest extent possible:

Mitigation Measure No. 1 (Aesthetic Impacts). The Applicant must ensure that appropriate light shielding is provided for the lighting equipment in the parking area, buildings, and security as a means to limit glare and light trespass. The plan for the lighting must be submitted to the Chief Building Official and the Development Services Manager for review and approval prior to the issuance of any building permits.

Mitigation Measure No. 2 (Aesthetic Impacts). A project site parking and street lighting plan and an exterior photometric plan indicating the location, size, and type of existing and proposed lighting shall be

prepared by the Applicant and submitted for review and approval by the Chief Building Official and the Development Services Manager.

3.2 AGRICULTURAL & FORESTRY IMPACTS

3.2.1 THRESHOLDS OF SIGNIFICANCE

In accordance with the provisions of CEQA, a project may be deemed to have a significant impact on agricultural and/or forestry resources if it results in any of the following:

- The conversion of Prime Farmland, Unique Farmland, or Farmland of Statewide Importance;
- A conflict with existing zoning for agricultural use or the termination of a Williamson Act Contract;
- A conflict with the existing zoning or cause the rezoning of, forest land (as defined in Public Resources Code Section 4526), or zoned timberland production (as defined by Government Code §51104[g]);
- The loss of forest land or the conversion of forest land to a non-forest use; or,
- Changes to the existing environment, which due to their location or nature, may result in the conversion of farmland to non-agricultural uses or the conversion of forest land to a non-forest use.

3.2.2 ENVIRONMENTAL ANALYSIS

3.2.A. Would the project convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance, as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use? ● No Impact.

The project site is not being used for agricultural purposes. The properties located to the northeast of the project site, east of the San Jose Channel and the railroad ROW, are under cultivation. However, the proposed project will not affect these properties or otherwise result in the conversion of any existing farmland to urban uses. As a result, no impacts on agricultural soils will result from the proposed project.

3.2.B. Would the project conflict with existing zoning for agricultural use or a Williamson Act ontract? ● No Impact.

The proposed project site is currently undeveloped, though the site's zoning contemplates industrial uses. The project site is not subject to a Williamson Act Contract. As a result, no impacts on existing Williamson Act Contracts will result from the proposed project's implementation.

3.2.C. Would the project conflict with existing zoning for or cause rezoning of, forest land (as defined in Public Resources Code Section 4526), or zoned timberland production (as defined by Government Code § 51104[g])? ● No Impact.

The project site is located in the midst of an urban area (refer to Exhibit 3-1). Industrial uses abut the project site's north and south sides. Other industrial uses are located further east, beyond San Jose Creek. As indicated previously, the project site is undeveloped though manufacturing uses abut the project site on the north and south sides. No forest lands are located within the vicinity of the project site, nor does the City of Pomona General Plan provide for any forest land protection.[17] As a result, no impacts on forest land or timber resources will result from the proposed project's implementation.

3.2.D. Would the project result in the loss of forest land or the conversion of forest land to a non-forest use? ● No Impact.

No forest lands are located within the vicinity of the project site. As a result, no loss or conversion of forest lands will result from the proposed project's implementation.

3.2.E. Would the project involve other changes in the existing environment that, due to their location or nature, may result in the conversion of farmland to non-agricultural use or the conversion of forest land to a non-forest use? ● No Impact.

The proposed project's implementation will not result in the conversion of any existing farm lands or forest lands to urban uses. As a result, no impacts will result from the implementation of the proposed project.

3.2.3 SIGNIFICANT EFFECTS & MITIGATION

The environmental analysis in the preceding sections determined that the proposed project will not result in any significant unavoidable adverse impacts on agricultural and forestry resources. As a result, no mitigation is required.

3.3 AIR QUALITY IMPACTS

3.3.1 THRESHOLDS OF SIGNIFICANCE

In accordance with the provisions of CEQA, a project will normally be deemed to have a significant adverse environmental impact on air quality, if it results in any of the following:

- A conflict with or obstruction of the implementation of the applicable air quality plan;
- A violation of an air quality standard or contribute substantially to an existing or projected air quality violation;

[17] Blodgett Baylosis Environmental Planning. *Field Survey*. Survey was completed on September 16, 2014, Updated May 15, 2015.

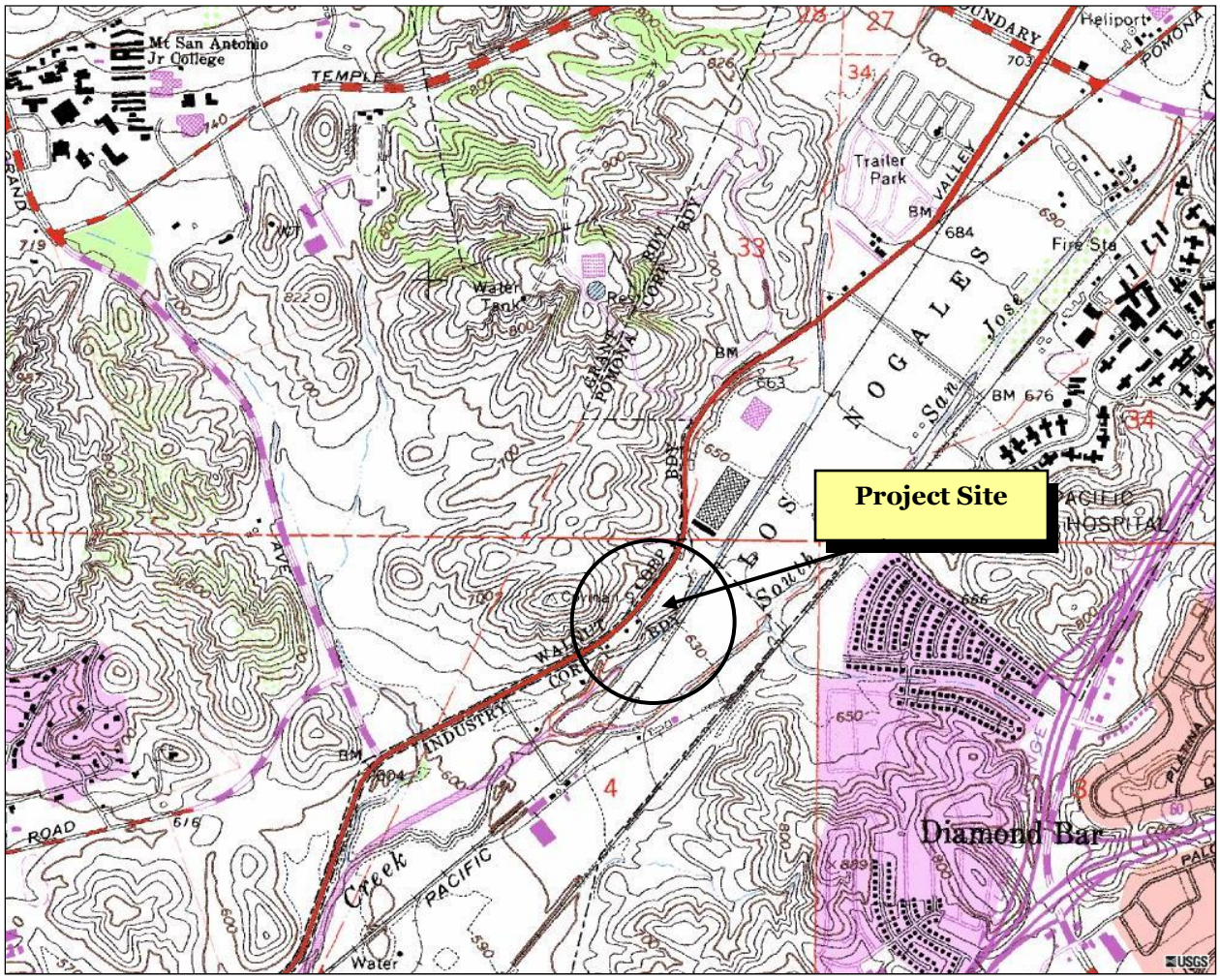


EXHIBIT 3-1
LAND COVER IN THE PROJECT AREA

Source: United States Geological Survey

- A cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable Federal or State ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors);

- The exposure of sensitive receptors to substantial pollutant concentrations; or,

- The creation of objectionable odors.

The South Coast Air Quality Management District (SCAQMD) has established quantitative thresholds for both short-term (construction) emissions and long-term (operational) emissions for criteria pollutants. These criteria pollutants include the following:

- *Ozone (O_3)* is a nearly colorless gas that irritates the lungs and damages materials and vegetation. O_3 is formed by photochemical reaction. Los Angeles and the surrounding South Coast Air Basin (SCAB) are designated by the Environmental Protection Agency (EPA) and the California Air Resources Board (CARB) as an extreme ozone *non-attainment area*. A non-attainment area refers to a geographic area where the Environmental Protection Agency (EPA) and/or the California Air Resources Board (CARB) have determined that the air quality standards for the criteria pollutants are not being met.

- *Carbon Monoxide (CO)* is a colorless, odorless toxic gas that interferes with the transfer of oxygen to the brain that is produced by the incomplete combustion of carbon-containing fuels emitted as vehicle exhaust. The SCAB is designated as an attainment area for carbon monoxide by the EPA.

- *Nitrogen dioxide (NO_2)* is a yellowish-brown gas that, at high levels, can cause breathing difficulties. NO_2 is formed when nitric oxide (a pollutant from burning processes) combines with oxygen. Although NO_2 concentrations have not exceeded National standards since 1991, NO_2 emissions remain a concern because of their contribution to the formation of O_3 and particulate matter. The SCAB is designated as an attainment area for NO_2 by the EPA.

- *Sulfur dioxide* (SO_2) is a colorless, pungent gas formed primarily by the combustion of sulfur-containing fossil fuels. Health effects include acute respiratory symptoms and difficulty in breathing for children. Though SO_2 concentrations have been reduced to levels that are well below State and Federal standards, further reductions in SO_2 emissions are desirable since SO_2 is a precursor to sulfate and PM_{10}. The SCAB is designated as an attainment area for SO_2 by the EPA.

- *PM_{10}* refers to particulate matter less than ten microns in diameter. PM_{10} particulates cause a greater health risk than larger-sized particles since fine particles can more easily cause respiratory irritation. The Federal standards for PM_{10} have been met in most areas within the SCAB, though standards were exceeded in portions of Riverside County.

- *$PM_{2.5}$* refers to particulate matter less than 2.5 microns in diameter. $PM_{2.5}$ also represents a significant health risk because particulate matter of this size may be more easily inhaled causing

respiratory irritation. The annual average concentrations of $PM_{2.5}$ exceeded Federal standards in some areas of the SCAB. As a result, $PM_{2.5}$ continues to be designated non-attainment.

Projects in the South Coast Air Basin (SCAB) generating *construction-related* emissions that exceed any of the following emissions thresholds are considered to be significant under CEQA:

- 75 pounds per day of reactive organic compounds;
- 100 pounds per day of nitrogen dioxide;
- 550 pounds per day of carbon monoxide;
- 150 pounds per day of PM_{10};
- 55 pounds per day of $PM_{2.5}$; or,
- 150 pounds per day of sulfur oxides.

A project would have a significant effect on air quality if any of the following *operational* emissions thresholds for criteria pollutants are exceeded:

- 55 pounds per day of reactive organic compounds;
- 55 pounds per day of nitrogen dioxide;
- 550 pounds per day of carbon monoxide;
- 150 pounds per day of PM_{10};
- 55 pounds per day of $PM_{2.5}$; or,
- 150 pounds per day of sulfur oxides.

3.3.2 ENVIRONMENTAL ANALYSIS

3.3.A. Would the project conflict with or obstruct implementation of the applicable air quality plan? ● No Impact.

The City of Pomona is located within the South Coast Air Basin (SCAB). The SCAB covers a 6,600 square-mile area within Orange County and the non-desert portions of Los Angeles County, Riverside County, and San Bernardino County. Air quality in the SCAB is monitored by the SCAQMD at various monitoring stations located throughout the area. Measures to improve regional air quality are outlined in the SCAQMD's Air Quality Management Plan (AQMP).[18] The AQMP will help SCAQMD maintain focus on the air quality impacts of major projects associated with goods movement, land use, energy efficiency, and other key areas of growth. Key elements of the 2012 AQMP include enhancements to existing programs to meet the 24-hour $PM_{2.5}$ Federal health standard and a proposed plan of action to reduce ground-level ozone. The primary criteria pollutants that remain non-attainment in the local area include $PM_{2.5}$ and Ozone. Specific criteria for determining a project's conformity with the AQMP is defined in Section 12.3 of the SCAQMD's CEQA. The Air Quality Handbook refers to the following criteria as a means to determine a project's conformity with the AQMP:[19]

[18] South Coast Air Quality Management District. *Final 2012 Air Quality Plan.* Adopted 2012.

[19] South Coast Air Quality Management District. *CEQA Air Quality Handbook.* April 1993.

- *Consistency Criteria 1* refers to a proposed project's potential for resulting in an increase in the frequency or severity of an existing air quality violation or its potential for contributing to the continuation of an existing air quality violation.

- *Consistency Criteria 2* refers to a proposed project's potential for exceeding the assumptions included in the AQMP or other regional growth projections relevant to the AQMP's implementation.[20]

Projects that are consistent with the projections of employment and population forecasts identified in the Regional Comprehensive Plan (RCP) prepared by the Southern California Association of Governments (SCAG) are considered consistent with the AQMP growth projections, since the RCP forms the basis of the land use and transportation control portions of the AQMP. According to SCAG's 2012 RTP/SCS growth forecasts, Pomona will have a resident population of 197,400 in 2035. Furthermore, Pomona is projected to add 4,900 jobs through 2035.[21]

In terms of Criteria 1, the proposed project's long-term (operational) airborne emissions will be below levels that the SCAQMD considers as a significant adverse impact (refer to the analysis included in the next section where the long-term stationary and mobile emissions for the proposed project are summarized in Tables 3-1 and 3-2). The proposed project will also conform to Consistency Criteria 2 since it will not significantly affect any regional population, housing, and employment projections prepared for the City of Pomona by the SCAG. The proposed project is consistent with the City of Pomona General Plan (the proposed use is a permitted use under the proposed City's General Plan designation) and will not lead to any area-wide growth-inducing impacts. Industrial land uses abut the project site on the north and south sides. As a result, no impacts related to the implementation of the AQMP are anticipated.

3.3.B. Would the project violate any air quality standard or contribute substantially to an existing or projected air quality violation? ● Less than Significant Impact with Mitigation.

The potential construction-related emissions from the proposed project were estimated using the computer model CalEEMod developed for the SCAQMD (the worksheets are included in the Appendix). The entire project construction period is expected to last for approximately 11 months (refer to Section 2) and would include the demolition of the existing buildings, grading and site preparation, erection of the new building, and the finishing of the project (paving, painting, and installation of landscaping). The analysis of daily construction emissions has been prepared utilizing the California Emissions Estimator Model (CalEEMod V. 2013.2.2). The assumptions regarding the construction phases and the length of construction followed those identified herein in Section 2.4.3. As shown in Table 3-1, daily construction emissions are not anticipated to exceed the SCAQMD significance thresholds. Therefore, the mass daily construction-related impacts associated with the proposed project would be less than significant.

[20] South Coast Air Quality Management District. *CEQA Air Quality Handbook*. April 1993.

[21] Southern California Association of Governments. *Growth Forecast. Regional Transportation Plan 2012-2035.* April 2012.

Table 3-1
Estimated Daily Construction Emissions

Construction Phase	ROG	NO_2	CO	SO_2	PM_{10}	$PM_{2.5}$
Site Preparation (on-site)	5.08	54.63	41.11	0.04	21.00	12.63
Site Preparation (off-site)	0.08	0.09	1.17	--	0.20	0.05
Total Site Preparation	**5.16**	**54.72**	**42.28**	**0.04**	**21.20**	**12.68**
Grading (on-site)	3.67	38.45	26.08	0.03	8.46	5.36
Grading (off-site)	0.06	0.08	0.98	--	0.17	0.05
Total Grading	**3.73**	**38.53**	**27.06**	**0.03**	**8.63**	**5.41**
Building Construction (on-site)	3.41	28.51	18.51	0.03	1.97	1.85
Building Construction (off-site)	0.71	3.70	9.93	0.02	1.37	0.41
Total Building Construction	**4.12**	**32.21**	**28.44**	**0.05**	**3.34**	**2.26**
Paving (on-site)	2.31	22.39	14.82	0.02	1.26	1.16
Paving (off-site)	0.06	0.08	0.98	--	0.17	0.05
Total Paving	**2.37**	**22.47**	**15.80**	**0.02**	**1.43**	**1.21**
Architectural Coatings (on-site) 2016	47.25	2.37	1.88	--	0.20	0.20
Architectural Coatings (off-site) 2016	0.08	0.10	1.24	--	0.21	0.06
Total Architectural Coatings 2016	**47.33**	**2.47**	**3.12**	**--**	**0.41**	**0.26**
Architectural Coatings (on-site) 2017	47.22	2.19	1.87	--	0.17	0.17
Architectural Coatings (off-site) 2017	0.07	0.09	1.12	--	0.21	0.06
Total Architectural Coatings 2017	**47.29**	**2.28**	**2.99**	**--**	**0.38**	**0.23**
Maximum Daily Emissions	**47.29**	**54.73**	**42.28**	**0.05**	**21.21**	**12.69**
Daily Thresholds	**75**	**100**	**550**	**150**	**150**	**55**

Source: California Air Resources Board CalEEMod [computer program].

The estimated daily construction emissions (shown in Table 3-1) assume compliance with applicable SCAQMD rules and regulations for the control of fugitive dust and architectural coating emissions, which include, but are not limited to, water active grading of the site and unpaved surfaces at least three times daily, daily clean-up of mud and dirt carried onto paved streets from the site, and use of low VOC paint.

Long-term emissions refer to those air quality impacts that will occur once the proposed project has been constructed and is operational. These impacts will continue over the operational life of the project. The long-term air quality impacts associated with the proposed project include the following: mobile emissions associated with vehicular traffic and off-site stationary emissions associated with the generation of energy (natural gas and electrical). The project site's land area is 5.76 acres and the total floor area of the proposed new (five) buildings will be 144,805 square f eet. The analysis of long-term operational impacts also used the CalEEMod V. 2013.2.2 computer model to calculate long-term emissions. As indicated in Table 3-2, the projected long-term emissions will be below thresholds considered to be a significant impact.

Table 3-2
Estimated Operational Emissions in lbs/day

Emission Source	ROG	NO_2	CO	SO_2	PM_{10}	$PM_{2.5}$
Area-wide (lbs/day)	5.46	--	0.04	--	--	--
Energy (lbs/day)	--	0.04	0.03	--	--	--
Mobile (lbs/day)	1.36	4.44	17.61	0.05	3.50	0.98
Total (lbs/day)	**6.82**	**4.47**	**17.67**	**0.05**	**3.51**	**0.99**
Daily Thresholds	**55**	**55**	**550**	**150**	**150**	**55**

Source: California Air Resources Board CalEEMod [computer program].

As indicated in Table 3-2, the projected long-term emissions are below thresholds considered to be a significant impact. Since the project site is in a non-attainment area for ozone and particulates, the following standard conditions will be applicable to mitigate potential construction emissions:

- All unpaved demolition and construction areas shall be watered during excavation, grading and construction, and temporary dust covers shall be used to reduce dust emissions and meet SCAQMD Rule 403. Watering could reduce fugitive dust by as much as 55 percent.

- The Contractor shall keep the construction area sufficiently dampened to control dust caused by construction and hauling, and at all times provide reasonable control of dust caused by wind.

- All materials transported off-site shall either be sufficiently watered or securely covered to prevent excessive amounts of dust and spillage.

- All clearing, earthmoving, or excavation activities shall be discontinued during periods of high winds (i.e. greater than 15 mph), so as to prevent excessive amounts of fugitive dust.

- The Applicant shall ensure that trucks carrying demolition debris are hosed off before leaving the construction site pursuant to the approval of the Development Services Department.

- The Applicant shall ensure that the contractors adhere to all pertinent SCAQMD protocols regarding grading, site preparation, and construction activities.

- The Applicant shall ensure that the grading and building contractors must adhere to all pertinent provisions of Rule 403 pertaining to the generation of fugitive dust during grading and/or the use of equipment on unpaved surfaces. The contractors will be responsible for being familiar with, and implementing any pertinent best available control measures.

Adherence to the aforementioned standard conditions will further reduce the potential construction-related impacts to levels that are less than significant.

3.3.C. Would the project result in a cumulatively considerable net increase of any criteria pollutant for which the project region is in non-attainment under an applicable Federal or State ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)? ● Less than Significant Impact.

The potential long-term (operational) and short-term (construction) emissions associated with the proposed project are compared to the SCAQMD's daily emissions thresholds in Tables 3-1 and 3-2, respectively. As indicated in these tables, the short-term and long-term emissions will not exceed the SCAQMD's daily thresholds. However, the proposed project will contribute incrementally to the SCAB's current non-attainment status in the absence of mitigation. The SCAB is currently non-attainment for ozone, PM_{10}, and $PM_{2.5}$.

The major local sources for long-term emissions associated with the occupancy of the proposed project will be associated with vehicle trips to and from the facility and the use of machinery on the site. While the proposed project will result in additional vehicle trips, there will be a regional benefit in terms of a reduction in vehicle miles traveled (VMT) because it is an infill project that is consistent with the regional and State sustainable growth objectives. Finally, the proposed project will not exceed these adopted projections used in the preparation of the Regional Transportation Plan (refer to the discussion included in Subsection A). The potential cumulative air quality impacts are deemed to be less than significant.

3.3.D. Would the project expose sensitive receptors to substantial pollutant concentrations? ● No Impact.

The SCAQMD requires that CEQA air quality analyses indicate whether a proposed project will result in an exceedance of *localized emissions thresholds* or LSTs. LSTs only apply to short-term (construction) and long-term (operational) emissions at a fixed location and do not include off-site or area-wide emissions. The approach used in the analysis of the proposed project utilized a number of screening tables that identified maximum allowable emissions (in pounds per day) at a specified distance to a receptor. The pollutants that are the focus of the LST analysis include the conversion of NO_x to NO_2; carbon monoxide (CO) emissions from construction and operations; PM_{10} emissions from construction and operations; and $PM_{2.5}$ emissions from construction and operations.

Sensitive receptors refer to land uses and/or activities that are especially sensitive to poor air quality and typically include homes, schools, playgrounds, hospitals, convalescent homes, and other similar facilities where children or the elderly may congregate.[22] Sensitive receptors, including homes and schools in the vicinity of the proposed project site, are identified in the map provided in Exhibit 3-3.

[22] South Coast Air Quality Management District. *CEQA Air Quality Handbook*. April 1993.

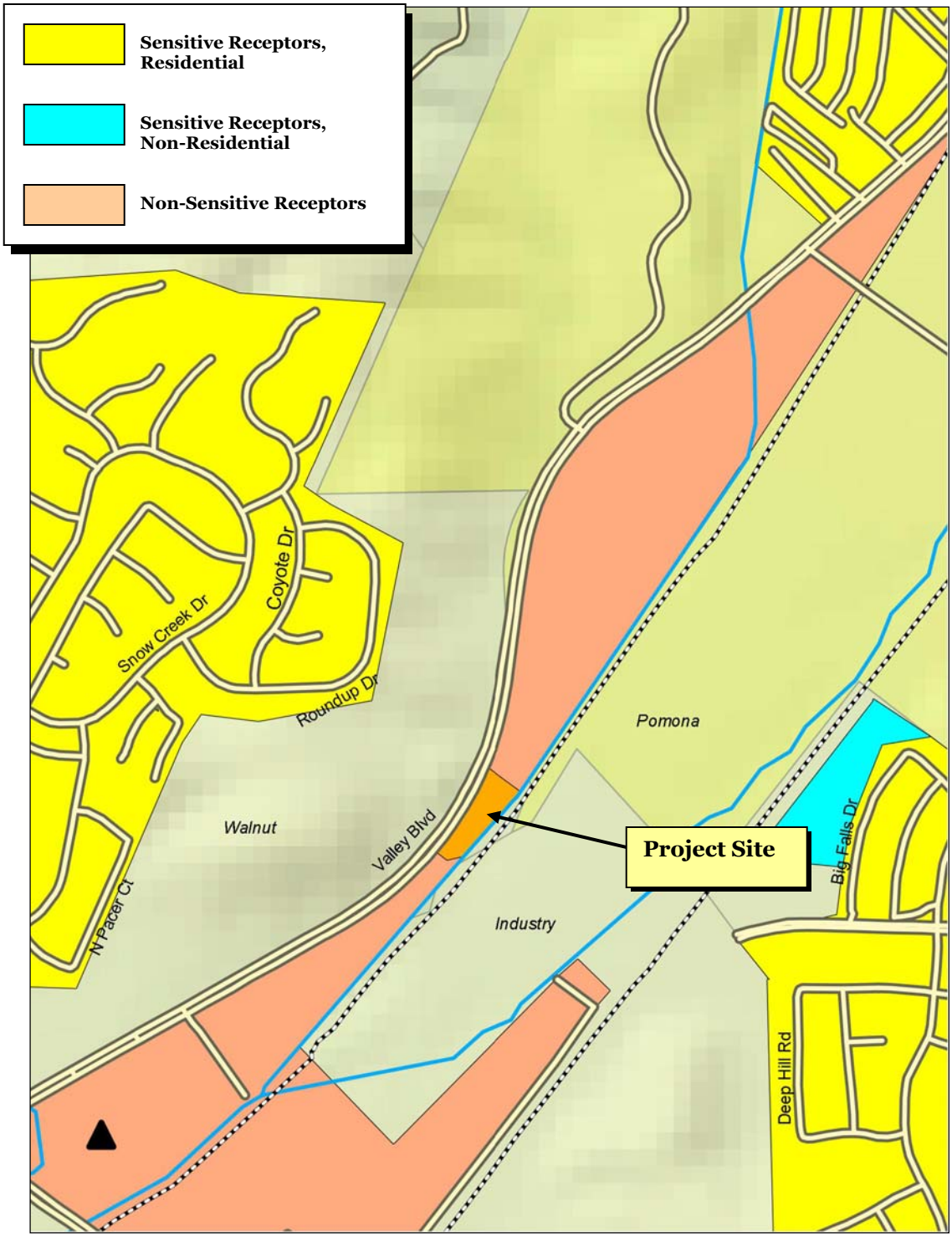


EXHIBIT 3-2
AIR QUALITY SENSITIVE RECEPTORS
Source: Blodgett Baylosis Environmental Planning

The nearest sensitive receptors to the project site are the single-family homes located approximately 1,000 feet to the northeast of the project site along both sides of Roundup Drive.[23] The homes are situated on top of a hill and are separated from the project site by Valley Boulevard. The nearest school to the project site is Armstrong Elementary School, located approximately 4,533 feet to the southeast in Diamond Bar.[24]

The use of the "look-up tables" is permitted since each of the construction phases will not involve the disturbance of more than five acres during a construction day (the entire site on area is 5.76 acres). As indicated in Table 3-3, the proposed project will not exceed any LSTs based on the information included in the Mass Rate LST Look-up Tables provided by the SCAQMD. For purposes of the LST analysis, the receptor distance used was 200 meters. As indicated in the table, the proposed project will not exceed any LSTs based on the information included in the Mass Rate LST Look-up Tables.

Table 3-3
Local Significance Thresholds Exceedance SRA 5

Emissions	Project Emissions (lbs/day)	Type	Allowable Emissions Threshold (lbs/day) and a Specified Distance from Receptor (in meters)				
			25	50	100	200	500
NO_2	54.73	Construction	175	165	176	**194**	244
NO_2	4.47	Operations	175	165	176	**194**	244
CO	42.28	Construction	1,480	1,855	2,437	**3,867**	9,312
CO	17.67	Operations	1,480	1,855	2,437	**3,867**	9,312
PM_{10}	3.51	Operations	4	10	15	**23**	49
PM_{10}	21.21	Construction	14	42	60	**95**	203
$PM_{2.5}$	0.99	Operations	2	3	4	**8**	25
$PM_{2.5}$	12.69	Construction	7	10	15	**30**	103

Source: South Coast Air Quality Management District. Final Localized Significance Threshold Methodology. June 2003.

Most vehicles generate carbon monoxide (CO) as part of the tail-pipe emissions and high concentrations of CO along busy roadways and congested intersections are a concern. The areas surrounding the most congested intersections are often found to contain high levels of CO that exceed applicable standards. These areas of high CO concentration are referred to as *hot-spots*. Two variables influence the creation of a hot-spot and these variables include traffic volumes and traffic congestion. Typically, a hot-spot may occur near an intersection that is experiencing severe congestion (a LOS E or LOS F).

The SCAQMD stated in its CEQA Handbook that a CO hot-spot would not likely develop at an intersection operating at LOS C or better. Since the Handbook was written, there have been new CO emissions controls added to vehicles and reformulated fuels are now sold in the SCAB. These new automobile emissions controls, along with the reformulated fuels, have resulted in a lowering of both ambient CO concentrations and vehicle emissions. The additional peak hour traffic will not affect any local intersection's level of

[23] Google Earth. Accessed September 23, 2014.

[24] Ibid.

service (LOS E or F). In addition, project-generated traffic will not result in the creation of a carbon monoxide hot-spot. As a result, no impacts on sensitive receptors are anticipated.

3.3.E. Would the project create objectionable odors affecting a substantial number of people? ● No Impact.

During the proposed project's construction phases, the potential for odors is limited to fumes from heavy construction equipment and fumes from paints and architectural coatings. Odors associated with these construction activities are not anticipated to affect any sensitive receptors. The SCAQMD has identified those land uses that are typically associated with odor complaints. These uses include activities involving livestock, rendering facilities, food processing plants, chemical plants, composting activities, refineries, landfills, and businesses involved in fiberglass molding.[25] The proposed project will be involved in general warehousing and distribution uses. Given the nature of the proposed use, no impacts related to odors are anticipated with the proposed project.

3.3.3 SIGNIFICANT EFFECTS & MITIGATION

While the proposed project's short-term (construction) and long-term (operational) emissions are not considered to represent a significant adverse impact, any additional emissions will nevertheless contribute incrementally to an existing non-attainment condition. However, the standard SCAQMD Rules and Regulations identified in Section 3.3.B will further reduce long-term stationary emissions related to energy use and construction-related impacts.

3.4 BIOLOGICAL RESOURCES IMPACTS

3.4.1 THRESHOLDS OF SIGNIFICANCE

In accordance with the provisions of CEQA, a project may be deemed to have a significant adverse impact on biological resources if it results in any of the following:

- 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 the U.S. Fish and Wildlife Service;

- A substantial adverse effect on any riparian habitat or other sensitive natural plant 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;

- A substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act through direct removal, filling, hydrological interruption, or other means;

[25] South Coast Air Quality Management District. *CEQA Air Quality Handbook*. April 1993.

- A substantial interference with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory life corridors, or impede the use of native wildlife nursery sites;

- A conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance; or,

- A conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or State habitat conservation plan.

3.4.2 ENVIRONMENTAL ANALYSIS

3.4.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? ● No Impact.

The project site is currently vacant and covered over with unmaintained ruderal vegetation. The project site is located in an area that contains a mix of open space and urban development. A search conducted through the California Natural Diversity Database (CNDDB) revealed that in a list of 38 native plant and animal species, three within the San Dimas Quadrangle are listed as either threatened or endangered species.[26] The list of threatened and endangered species includes the California red legged frog, the least Bell's vireo, and the coastal California gnatcatcher.

The California red legged frog will not be found on or near the project site due to its specific habit requirements.[27] According to the National Wildlife Federation, California red legged frogs can be found near still or slow moving ponds, pools, or streams (wetland areas).[28] The chances of encountering these species within the project site are limited since there are no natural wetlands or habitats present in the area. The San Jose Creek is currently channelized and is not suitable habitat for California red legged frogs. Likewise, the chances of encountering a Least Bell's Vireo during on-site construction activities are limited because the least Bell's Vireo lives in a riparian habitat, with a majority of the species living in San Diego County.[29] Parts of the City that contain large open areas overlain with coastal sage scrub have the potential to serve as suitable habitat for the coastal California gnatcatcher. However, a survey of the project site revealed that past development and the encroachment of non-native animal and plant species has removed and damaged the native habitat. As such, the project site in its current state is not suitable to foster the growth and survival of the coastal California gnatcatcher. The City of Pomona General Plan

[26] California Department of Fish and Wildlife. *BIOS viewer*. https://map.dfg.ca.gov/bios/?tool=cnddbQuick

[27] National Wildlife Foundation. *California Red-Legged Frog*. *http://www.nwf.org/wildlife/wildlife-library/amphibians-reptiles-and-fish/california-red-legged-frog.aspx*

[28] Ibid.

[29] California Partners in Flight Riparian Bird Conservation Plan. *Least Bell's Vireo*. *http://www.prbo.org/calpif/htmldocs/species/riparian/least_bell_vireo.htm*

identified three special status species habitat: Salt Spring checkerbloom, intermediate mariposa lily, and many-stemmed dedleya.[30] In addition, Figure 9.1 of the City's General Plan shows the location of the three habitats. The project site is not located near or within any of the three special status species habitats identified in the Pomona General Plan.[31] As a result, the proposed project will not have any impacts on sensitive plants or animals in the region.

3.4.B. Would the project have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service? ● No Impact.

The project site and the surrounding properties are developed and no native plant communities or protected natural communities are found within the area. As a result, no natural ecological communities are found on-site or in the surrounding area.[32] Thompson Wash extends in a north-south orientation along the project site's east boundary. San Jose Creek extends in a north-south orientation as well and is located further east of the project site. These two streams are both concrete-lined. Thus, the proposed project will not affect any natural habitat or conservation plans and no impacts are anticipated.

3.4.C. Would the project have a substantial adverse effect on Federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means? ● No Impact.

The project site and the surrounding areas have been disturbed. The proposed project site does not contain any wetland habitat. No natural blue line streams are located within the property or in the surrounding vicinity according to topographic maps published by the United States Geological Survey (USGS). As a result, no wetland habitat will be disturbed by the proposed project.

3.4.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 life corridors, or impede the use of native wildlife nursery sites? ● No Impact.

The project site is located approximately 1.7 miles to the southwest of the proposed East San Gabriel Valley Significant Ecological Area (SEA) #6.[33] SEA #6 is the only wildlife linkage between the San Gabriel Mountains and the Puente Hills/Chino Hills complex. The SEA is currently surrounded by SR-57 on the west, SR-71 on the east, a railroad right-of-way to the north, and residential development to the south.[34]

[30] City of Pomona General Plan. Chapter 9.1 Biological Resources. May 2004.

[31] Ibid.

[32] Blodgett Baylosis Environmental Planning. *Field Survey*. Survey was completed on September 16, 2014, Updated May 15, 2015.

[32] United States Geological Survey. *South Gate 7½ Minute Quadrangle*. 1994.

[33] Google Earth. Site Accessed on September 23, 2014.

[34] City of Pomona General Plan Update, Corridors Specific Plan, Active Transportation Plan, and Green Plan. *DEIR Volume 1*. July 2013.

Due to the distance from the project site to the SEA and the amount of development present throughout the surrounding areas, the proposed project is not anticipated to interfere or damage a migration corridor. In addition, the site does not have any utility as a migration corridor due to the lack of suitable habitat. As a result, no impacts are anticipated from the implementation of the proposed project.

3.4.E. Would the project conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance? ● Less than Significant Impact.

The grading and construction of the proposed industrial project will not result in the removal of any protected vegetation. The majority of the project site is vacant with a concentration of shrubs and un-maintained trees located in the southerly portion. The City does have a tree preservation ordinance that applies to mature oak trees (Section .5809-23 of the City of Pomona Municipal Code). No such protected trees are located within the site. As a result, the impacts will be less than significant.

3.4. 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? ● No Impact.

As indicated in Section 3.4.D, the project site is located approximately 1.7 miles to the southeast of the proposed East San Gabriel Valley SEA #6. Since the proposed project site is located outside of the designated SEA, no impacts on local, regional, or State habitat conservation plans will result from the implementation of the proposed project.

3.4.3 SIGNIFICANT EFFECTS & MITIGATION

The environmental analysis in the preceding sections determined that the proposed project will not result in any impacts on biological resources. As a result, no mitigation is required.

3.5 CULTURAL RESOURCES IMPACTS

3.5.1 THRESHOLDS OF SIGNIFICANCE

In accordance with the provisions of CEQA, a project will normally have a significant adverse impact on cultural resources if it results in any of the following:

- A substantial adverse change in the significance of a historical resource as defined in §15064.5 of the CEQA Guidelines;

- A substantial adverse change in the significance of an archaeological resource pursuant to §15064.5 of the CEQA Guidelines;

- The destruction of a unique paleontological resource, site, or unique geologic feature; or,

- The disturbance of any human remains, including those interred outside of formal cemeteries.

3.5.2 ENVIRONMENTAL ANALYSIS

3.5.A. Would the project cause a substantial adverse change in the significance of a historical resource as defined in §15064.5 of the CEQA Guidelines? ● No Impact.

To be considered eligible for the National Register, a property must meet the *National Register Criteria for Evaluation*. This evaluation involves the examination of the property's age, integrity, and significance. A property may be historic if it is old enough to be considered historic (generally considered to be at least 50 years old and appearing the way it did in the past). Significance may be determined if the property is associated with events, activities, or developments that were important in the past, with the lives of people who were important in the past, or represents significant architectural, landscape, or engineering elements. Specific criteria include the following:

- Districts, sites, buildings, structures, and objects that are associated with events that have made a significant contribution to the broad patterns of our history;

- Districts, sites, buildings, structures, and objects that are associated with the lives of significant persons in or past;

- Districts, sites, buildings, structures, and objects that embody the distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction; or,

- Districts, sites, buildings, structures, and objects that have yielded or may be likely to yield, information important in history or prehistory.

Ordinarily, properties that have achieved significance within the past 50 years are not considered eligible for the National Register. However, such properties *will qualify* if they are integral parts of districts that do meet the criteria or if they fall within the following categories:

- A religious property deriving primary significance from architectural or artistic distinction or historical importance;

- A building or structure removed from its original location but which is primarily significant for architectural value, or which is the surviving structure most importantly associated with a historic person or event;

- A birthplace or grave of a historical figure of outstanding importance if there is no appropriate site or building associated with his or her productive life;

- A cemetery that derives its primary importance from graves of persons of transcendent importance, from age, from distinctive design features, or from association with historic events;

- A reconstructed building when accurately executed in a suitable environment and presented in a dignified manner as part of a restoration master plan, and when no other building or structure with the same association has survived;

- A property primarily commemorative in intent if design, age, tradition, or symbolic value has invested it with its own exceptional significance; or,

- A property achieving significance within the past 50 years if it is of exceptional importance.[35]

Pomona's early development was largely the result of the extension of the Southern Pacific Railroad into the Pomona Valley in 1874. The early settlement of Spadra (located to the south of the project site approximately 1½ miles) was the initial railroad terminus prior to the railroad's extension to Colton in 1875. The City of Pomona was incorporated in 1888, making it the fifth city in Los Angeles County to be incorporated.[36] The historically significant sites and buildings in the City are identified below and on the following page.[37]

- In 1992, the City of Pomona, in cooperation with Pomona Heritage, sponsored the Pomona Historic Resources Survey. The survey focused on architectural styles and designs and was completed in 1994. The survey examined properties that were at least 50 years old at the time of the survey and included properties dated between 1835 to 1942. The survey identified 2,784 properties contributing to the history of Pomona. Of this total number, 382 were classified as potential local landmarks and 129 were determined to be potentially eligible for listing on the National Register of Historic Places. The survey also identified 12 potentially eligible local historic districts; eight potentially eligible National Register districts; and 16 themes important in developing Pomona's growth and development history. The project site was not identified in this survey.

- In 2004, Heritage Architecture and Planning conducted a reconnaissance survey of neighborhoods and districts developed between 1945 and 1954 in Pomona, in order to identify those areas with potential historic significance and to make recommendations for more in-depth reconnaissance or intensive survey work, if needed.[38] The 2004 survey focused on eight areas though the project site was not included in this survey.

[35] U. S. Department of the Interior, National Park Service. National Register of Historic Places. http://nrhp.focus.nps.gov. Website accessed in December, 2013.

[36] City of Pomona General Plan. *Chapter 8.1 Historical Resources.*. May 2004.

[37] City of Pomona [EIR prepared by Rincon Consultants, Inc.]. *City of P*omona General Plan Update, Corridors Specific Plan, ATP and Green Plan Draft EIR. Section4.4 Cultural Resources. June 2013.

[38] Ibid.

- There are ten properties in the City that are listed individually on the National Register of Historic Places (NRHP), three California Historic Landmarks, and thirteen properties that are designated historical landmarks on the Pomona Historic Register.[39] The proposed project site was not included in this listing.

- There are also five properties that have formally been determined to be eligible for listing on the NRHP, either by consensus through the Section 106 process (CHRSC 2S2) or through Part 1 Tax Certification (CHRSC 2D3/2S3).[40] The proposed project site was not included in this listing.

- There is one historic district listed on the National Register, two locally designated historic districts, and one historic district that is both locally designated and on the National Register.

A search through the California Office of Historic Preservation, California Historical Resources database indicated that the project site does not contain any historic structures listed in the national or California registrar.[41] Furthermore, the site is not eligible for listing because it is currently undeveloped and is not known for being a site of historic significance.

The project site does not meet any of the aforementioned criteria for listing on the National Register. Furthermore, the proposed improvements will not affect any existing resources listed on the National Register or those eligible for listing on the National Register. In addition, there are no structures located within the project site boundaries. Since no properties in the project area are eligible for listing, no impacts will result from the proposed project's implementation.

3.5.B. Would the project cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5 of the CEQA Guidelines? ● Less than Significant Impact with Mitigation.

The San Gabriel Valley (and the greater Los Angeles Basin) was previously inhabited by the Gabrielino-Tongva people, named after the San Gabriel Mission.[42] The Gabrielino-Tongva tribe has lived in this region for around 7,000 years.[43] Prior to Spanish contact, approximately 5,000 Gabrielino-Tongva people lived in villages throughout the Los Angeles Basin.[44] Three early villages were located in the vicinity of Pomona: Apachianga, Isantcangna, and Tsungna. Evidence of the existence of another tribe known as the Serrano, was identified a few hundred yards northeast of the intersection of Foothill Boulevard and Indian Hill Boulevard in the neighboring City of Claremont.[45] The project site is located in the midst of an urban

[39] City of Pomona [EIR prepared by Rincon Consultants, Inc.]. *City of Po*mona General Plan Update, Corridors Specific Plan, ATP and Green Plan Draft EIR. Section4.4 Cultural Resources. June 2013.

[40] Ibid.

[41] California Office of Historic Preservation. *California Historical Resources*. Site Accessed on September 22nd, 2014.

[42] Tongva People of Sunland-Tujunga. *Introduction.* http://www.lausd.k12.ca.us/Verdugo_HS/classes/multimedia/intro.html

[43] Tongva People of Sunland-Tujunga. *Introduction.* http://www.lausd.k12.ca.us/Verdugo_HS/classes/multimedia/intro.html.

[44] Rancho Santa Ana Botanical Garden. *Tongva Village Site.* http://www.rsabg.org/tongva-village-site1

[45] City of Claremont. History of Claremont. http://www.ci.claremont.ca.us/ps.cityprofile.cfm?ID=1705

area. Discovery of a significant archaeological source is not likely to happen due to the level of development. However, in the unlikely event that an archaeological resource is unearthed, the following mitigation will be required:

- In the unlikely event that a human burial or archaeological resources are encountered, all construction activities shall be halted and the Pomona Police Department will be contacted (the Department will then contact the County Coroner). Title 14; Chapter 3; Article 5; Section 15064.5 of CEQA will apply in terms of the identification of significant archaeological resources and their salvage. This section of CEQA, among other things, incorporates provisions previously contained in Appendix K of the Guidelines.

Adherence to the mitigation provided herein will reduce the impacts to levels that are less than significant.

3.5.C. Would the project directly or indirectly destroy a unique paleontological resource, site, or unique geologic feature? ● Less than Significant Impact with Mitigation.

Paleontological resources may be present in fossil-bearing soils and rock formations below the ground surface. Ground-disturbing activities in fossil-bearing soils and rock formations have the potential to damage or destroy paleontological resources that may be present below the ground surface. Therefore, any activities involving extensive grading and other earth-disturbing actions, could encounter fossil-bearing strata. Even though the project site is located in a highly disturbed area, there is still a slight potential for the discovery of a paleontological resource. In the unlikely event that a paleontological resource is unearthed, the following mitigation will be required:

- If a paleontological resource is unearthed during construction, all construction related activities must cease immediately. The Applicant will need to seek the advice of a qualified paleontologist/geologist to see if the resource is deemed to be significant. In the event that the paleontological and/or geologic feature has been determined to be significant, the provisions outlined in Title 14; Chapter 3; Article 5; Section 15064.5 of CEQA will apply.

Adherence to the following mitigation will reduce the potential impacts to levels that are less than significant.

3.5.D. Would the project disturb any human remains, including those interred outside of formal cemeteries? ● Less than Significant Impact.

The project site is located approximately seven miles west of the Pomona Valley Memorial Park.[46] In the unlikely event that human remains are unearthed, the mitigation provided in Section 3.5.B will be sufficient in reducing impacts to levels that are less than significant.

[46] Google Earth. Accessed September 23, 2014.

3.5.3 SIGNIFICANT EFFECTS & MITIGATION

The following mitigation measures would be required in the event that an archaeological or paleontological resource is discovered during the construction of the proposed project:

Mitigation Measure 3 (Cultural Resource Impacts). In the unlikely event that a human burial or archaeological resources are encountered, all construction activities shall be halted and the Pomona Police Department will be contacted (the Department will then contact the County Coroner). Title 14; Chapter 3; Article 5; Section 15064.5 of CEQA will apply in terms of the identification of significant archaeological resources and their salvage. This section of CEQA, among other things, incorporates provisions previously contained in Appendix K of the Guidelines.

Mitigation Measure 4 (Cultural Resource Impacts). If a paleontological resource is unearthed during construction, all construction related activities must cease immediately. The Applicant will need to seek the advice of a qualified paleontologist/geologist to see if the resource is deemed to be significant. In the event that the paleontological and/or geologic feature has been determined to be significant, the provisions outlined in Title 14; Chapter 3; Article 5; Section 15064.5 of CEQA will apply.

3.6 GEOLOGY & SOILS IMPACTS

3.6.1 THRESHOLDS OF SIGNIFICANCE

In accordance with the provisions of CEQA, a project may be deemed to have a significant adverse impact on the environment if it results in the following:

- The exposure of people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving rupture of a known earthquake fault, ground–shaking, liquefaction, or landslides;

- Substantial soil erosion or the loss of topsoil;

- The locating of a project on a soil or geologic unit that is unstable, or that would become unstable as a result of the project, and potentially result in on-site or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse;

- The exposure of people to potential impacts, including location on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (2016) creating substantial risks to life or property; or,

- The locating of a project on soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water.

3.6.2 ENVIRONMENTAL ANALYSIS

3.6.A. Would the project expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving rupture of a known earthquake fault, ground–shaking, liquefaction, or landslides? ● Less than Significant Impact.

In 1972, the Alquist-Priolo Earthquake Zoning Act was passed in response to the damage sustained in the 1971 San Fernando Earthquake.[47] A list of cities and counties subject to the Alquist-Priolo Earthquake Fault Zones is available on the State's Department of Conservation website. The City of Pomona was not included in the list.[48] However, the project site and the surrounding area are located in the midst of a seismically active region.[49] Earthquakes from several active and potentially active faults in the Southern California region could affect the proposed project site. A summary of the active faults located near the City of Pomona is provided below and on the following page.[50] The location and extent of these regional faults are shown in Exhibit 3-3.

- The *San Andreas Fault Zone* is located approximately 20 miles to the northeast of the City, this fault zone extends from the Gulf of California northward to the Cape Mendocino area where it continues northward along the ocean floor. The length of the fault and its active seismic history indicates that it has a very high potential for large-scale movement in the near future (Magnitude 8.0+ on Richter scale).

- The *Sierra Madre Fault System* is located approximately one mile north of the City, at the base of the San Gabriel Mountains. This fault system forms a prominent 50-mile long east/west structural zone on the south side of the San Gabriel Mountains. The Sierra Madre Fault system has been responsible for uplift of the San Gabriel Mountains.

- The *Whittier-Elsinore Fault Zone* is located along the southern base of the Puente Hills, approximately nine miles to the southwest of the City. This northwest-trending fault trends from Whittier Narrows southeast into western Imperial County. This fault zone has the expected maximum capability of a magnitude 6.6 earthquake.

- The eastern portion of the *San Gabriel Fault* is considered potentially active, and the portion of the fault by the Castaic Area of Los Angeles County is considered active. This fault is located approximately 20 miles northwest of the City. This fault extends from Frazier Park to Mount

[47] California Department of Conservation. *What is the Alquist-Priolo Act* http://www.conservation.ca.gov /cgs/rghm/ap/ Pages/main.aspx

[48] California Department of Conservation. Table 4, Cities and Counties Affected by Alquist-Priolo Earthquake Fault Zones as of January 2010.

[49] Earthquakes are normally classified as to severity according to their magnitude or intensity. Because the amount of destruction generally decreases with increasing distance away from the epicenter, earthquakes are assigned several intensities, but only one magnitude. The intensity of seismic ground-shaking at any given location is a function of several factors, but primarily the magnitude of the earthquake, the distance from the epicenter to the planning area, and the local geologic and topographic conditions.

[50] City of Pomona [EIR prepared by Rincon Consultants, Inc.]. *City of Po*mona General Plan Update, Corridors Specific Plan, ATP and Green Plan Draft EIR. Section4.5 Geology and Soils. June 2013.

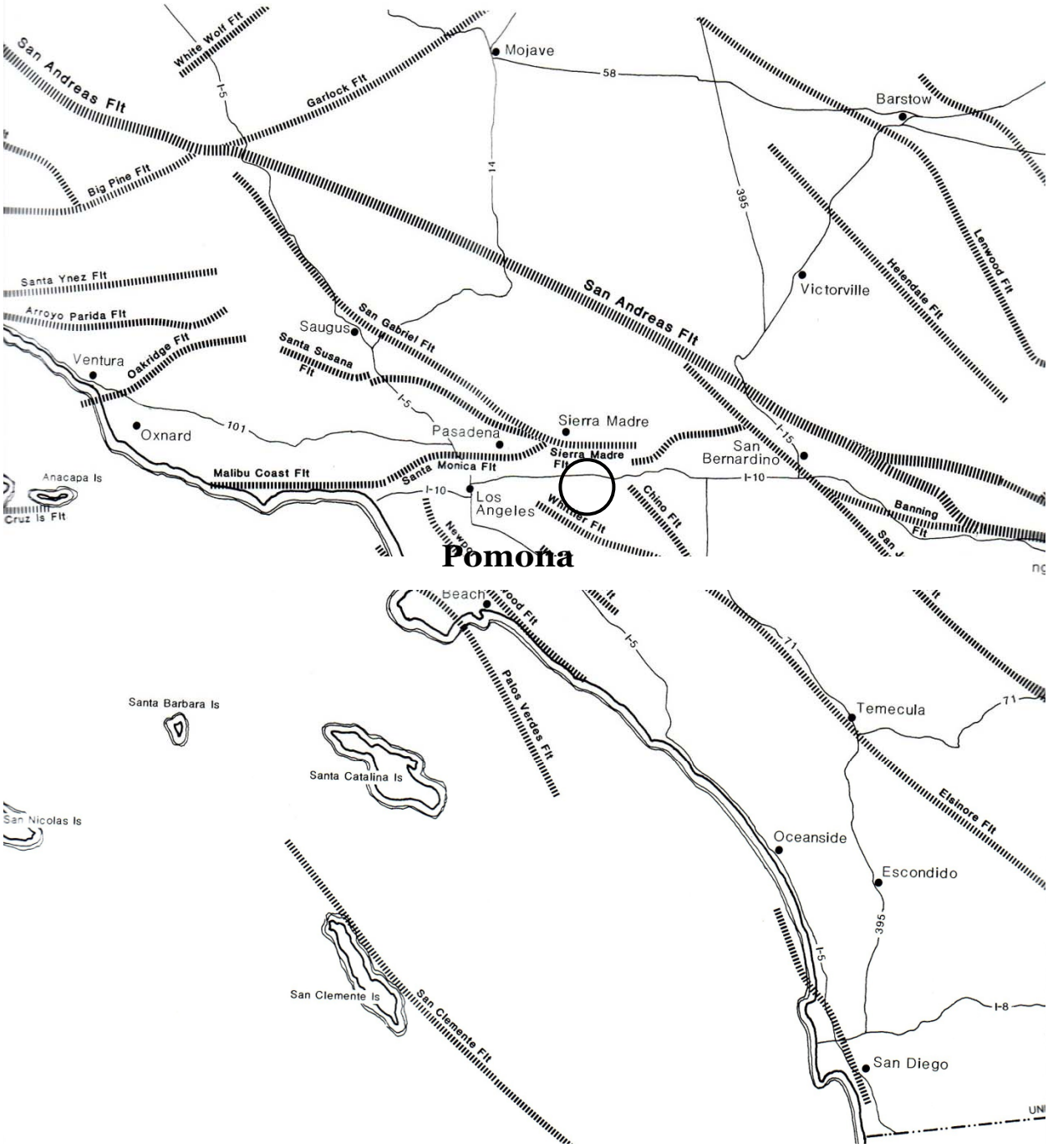


EXHIBIT 3-3
REGIONAL FAULT MAP
Source: United States Geological Survey

Baldy Village, a distance of approximately 84 miles. The San Gabriel Fault is believed capable of generating a magnitude 7.8 earthquake.

- The *Norwalk Fault* is located approximately 25 miles southwest of the City. This fault is approximately 16 miles long. Seismic activity along the Norwalk Fault is high and it may be capable of generating a magnitude 6.3 earthquake.

- The *Santa Monica Fault* is located approximately 25 miles west of the City. This fault, the Malibu Coast Fault and the Raymond Fault belong to one large fault system. The Raymond Fault portion of this fault system is considered to be an active fault. This fault could generate a moderate seismic event (magnitude 6.6).

- The *San Fernando Fault Zone*, also an active fault, is located approximately 30 miles northwest of the City. Generally, fault segments are east/west-trending thrust faults with associated left lateral movement.

- The *Newport-Inglewood Fault Zone* is located approximately 35 miles southwest of the City. This active fault zone could generate a 7.0+ magnitude earthquake within the next 50 to 100 years.

In addition to the aforementioned regional faults, there are several local faults located within the City that are considered potentially active. No recent seismic activity has been recorded along these faults in the last 10,000 years. However, a major earthquake occurring along any of these faults would be capable of generating strong ground-shaking motion within the City.[51] These local faults are described below:

- The *Indian Hill Fault* is located along the northern section of the City and extends in an east/west direction for approximately nine kilometers. The fault is believed to be a single strand and is considered potentially active. This fault serves as a barrier to groundwater movement and offsets soils of Late Pleistocene age, which is the reason it is considered potentially active.

- The *Chino Fault* is considered to be a part of the Whittier-Elsinore Fault system. This fault borders the Puente Hills to the northeast and is buried along most of its length. The fault is approximately 28 kilometers in length extending from the Santa Ana Mountains to the City of Pomona. The fault joins the San Jose Fault, near the I-10 Freeway. Based on geomorphic evidence, it does not appear to have as great a potential for seismic activity as does the Whittier-Elsinore Fault.

- The *Central Avenue Fault* begins in Chino and then extends into the southern portion of Pomona. This fault is approximately eight kilometers long and believed to be a single strand that is parallel to the Chino Fault. The fault exhibits displacement on Quaternary and Holocene age deposits but has no surface expression.

[51] City of Pomona [EIR prepared by Rincon Consultants, Inc.]. *City of P*omona General Plan Update, Corridors Specific Plan, ATP and Green Plan Draft EIR. Section4.5 Geology and Soils. June 2013.

- The San Jose Fault is classified as potentially active and is located in the San Jose Hills, in the western edge of the City. This fault is approximately 13 kilometers long and extends in a northeast/southwest orientation, approximately parallel to the I-10 freeway. The fault displaces upper Miocene sedimentary and volcanic rocks as much as 2,700 feet vertically, with a 100-meter vertical offset in older subsurface alluvium.

As indicated previously, no known or suspected active fault traces pass through, or are located near, the project site. Furthermore, there are no areas within the City located within a designated Alquist-Priolo Special Studies Zone.[52] As a result, no risk from potential fault rupture is expected. The project site is located in an area that may be subject to liquefaction and landslides (refer to Exhibit 3-4). Per the guidelines indicated by the Pomona General Plan, development occurring in a liquefaction zone is subject to the review from City building inspectors (7G.P27). The potential land slide risk will be mitigated by the provisions outlined in Policy 7G.P35 of the City of Pomona General Plan. Adherence to the standard conditions indicated by the Pomona General Plan will reduce impacts to levels that are less than significant.

3.6.B. Would the project result in substantial soil erosion or the loss of topsoil? ● Less than Significant Impact.

According to the United States Department of Agriculture, Cropley association soils are highly suitable for residential and industrial development. There is a slight risk of erosion with Cropley soils; however, the erosion hazard is slight and the adjacent properties are fully developed. As a result, the impacts are expected to be less than significant.

3.6.C. Would the project be located on a soil or geologic unit that is unstable, or that would become unstable as a result of the project, and potentially result in on-site or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse? ● No Impact.

Soils of the Cropley association underlie the project site and immediate area.[53] The Cropley association soils occur on alluvial plains and valley floors between sea level and 1,250 feet. Cropley soils are well drained and are known for having high fertility, as evident by the small scale agriculture that takes place on Cal Poly lands to the north of the project site. Cropley soils are used almost exclusively for residential and industrial development. In addition, the properties surrounding the project site have all been developed. As a result, no impacts related to unstable soils are anticipated.

[52] Fault rupture refers to the actual "tearing" of the ground surface along the trace of a fault. The State of California has included those fault traces that have exhibited movement in recent geologic times within Alquist-Priolo Special Studies Zones.

[53] Fault rupture refers to the actual "tearing" of the ground surface along the trace of a fault. The State of California has included those fault traces that have exhibited movement in recent geologic times within Alquist-Priolo Special Studies Zones.

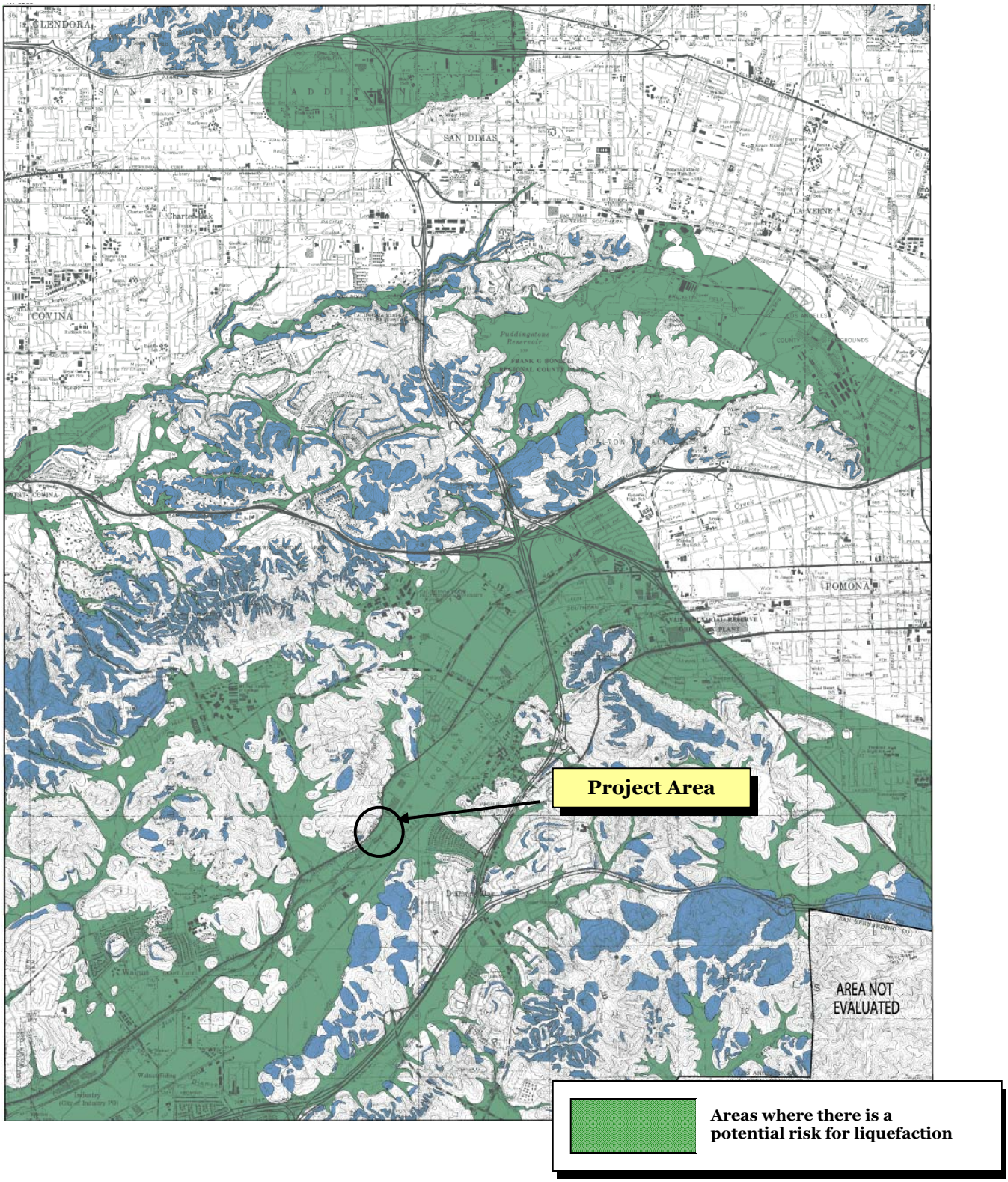


EXHIBIT 3-4
POTENTIAL LIQUEFACTION RISK
Source: California Geological Survey

3.6.D. Would the project result in or expose people to potential impacts, including location on expansive soil, as defined in Table 18-1-B of the California Building Code (2016) creating substantial risks to life or property? ● No Impact.

As indicated in Section 3.6.D, the soils that underlie the project site belong to the Cropley Association. The Cropley soils are great candidates for residential, industrial, and agriculture uses. Furthermore, the adjacent properties are developed. As a result, no impacts related to expansive soils are anticipated.*3.6.E.*

3.6.E. Would the project be located on soils that are incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water? ● No Impact.

The proposed use will also be required to connect to the existing sanitary sewer system to accommodate waste water. No septic tanks will be used as part of the proposed project's operation. As a result, no impacts related to the use of septic tanks will result.

3.6.3 SIGNIFICANT EFFECTS & MITIGATION

The environmental analysis in the preceding section determined that the proposed project will not result in any impacts to soils or geologic resources. As a result, no mitigation is required.

3.7 GREENHOUSE GAS IMPACTS

3.7.1 THRESHOLDS OF SIGNIFICANCE

In accordance with the provisions of CEQA, a project may be deemed to have a significant adverse impact on greenhouse gas emissions if it results in any of the following:

- The generation of greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment; and,

- The potential for conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing emissions of greenhouse gases.

3.7.2 ENVIRONMENTAL ANALYSIS

3.7.A. Would the project generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment? ● Less than Significant Impact.

Greenhouse gas (GHG) emissions are emitted by both natural processes and human activities. Examples of GHG that are produced both by natural and industrial processes include carbon dioxide (CO_2), methane

(CH_4), and nitrous oxide (N_20).[54] Table 3-4 summarizes annual greenhouse gas emissions from build-out of the proposed project.

Table 3-4
Greenhouse Gas Emissions Inventory

Source	GHG Emissions (Lbs/Day)			
	CO_2	CH_4	N_2O	CO_2E
Construction Phase - Site Preparation	4,065.01	1.23	--	4,090.75
Construction Phase - Grading	3,093.79	0.93	--	3,113.39
Construction Phase - Construction	2,669.29	0.66	--	2,683.19
Construction Phase - Paving	2,316.38	0.70	--	2,331.05
Construction Phase – Coatings (2016)	281.45	0.03	--	282.14
Construction Phase – Coatings (2017)	281.45	0.03	--	282.07
Long-term Area Emissions	0.07	--	--	0.08
Long-term Energy Emissions	42.79	--	--	43.05
Long-term Mobile Emissions	4,224.17	0.15	--	4,227.34
Total Long-term Emissions	**4,267.04**	**0.15**	--	**4,270.48**

Source: CalEEMod.

The SCAQMD has recommended several GHG thresholds of significance. These thresholds include 1,400 metric tons per year of CO_2E for commercial projects, 3,500 tons per year for residential projects, 3,000 tons per year for mixed-use projects, and 7,000 metric tons per year for industrial projects. As indicated in Table 3-5, the CO_2E total for the project is 4,270.48 pounds per day or 1.93 $MTCO_2E$ per day. This figure translated into approximately 704.45 metric tons per year of CO_2E, which is below the threshold. As a result, the impacts will be less than significant.

3.7.B. Would the project conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing emissions of greenhouse gases? ● Less than Significant Impact.

The proposed project would incorporate a number of several design features that are consistent with the California Office of the Attorney General's recommended policies and measures to reduce GHG emissions. A list of the Attorney General's recommended measures and the project's conformance with each are listed in Table 3-5.

[54] California, State of. OPR Technical Advisory – CEQA and Climate Change: Addressing Climate Change through the California Environmental Quality Act (CEQA) Review. June 19, 2008.

Table 3-5
Project Consistency With the Attorney General's Recommendations

Attorney General's Recommended Measures	Project Compliance	Percent Reduction
Smart growth, jobs/housing balance, transit-oriented development, and infill development through land use designations, incentives and fees, zoning, and public-private partnerships.	**Compliant.** The proposed project will facilitate new infill development in an urban area.	10%-20%
Create transit, bicycle, and pedestrian connections through planning, funding, development requirements, incentives and regional cooperation; create disincentives for auto use; and implement TDM measures.	**Compliant.** The proposed project will also be required to comply with the City's transportation demand management (TDM) requirements.	5%
Energy- and water-efficient buildings and landscaping through ordinances, development fees, incentives, project timing, prioritization, and other implementing tools.	**Compliant.** The new buildings will be required to comply with the City's low impact development (LID) guidelines where applicable. The project will be consistent with the requirements of AB-1881.	10%
Waste diversion, recycling, water efficiency, energy efficiency and energy recovery in cooperation with public services, districts and private entities.	**Compliant.** The project's contractors will be required to adhere to the use of sustainability practices involving solid waste disposal.	0.5%
Urban and rural forestry through tree planting requirements and programs; preservation of agricultural land and resources that sequester carbon; heat island reduction programs.	**Compliant.** The project will involve the installation of additional landscaping beyond that which presently exists.	0.5%
Regional cooperation to find cross-regional efficiencies in GHG reduction investments and to plan for regional transit, energy generation, and waste recovery facilities.	**Compliant.** Refer to responses above.	N/A
Total Reduction Percentage:		**36.0%**

Source: California Office of the Attorney General, *Sustainability and General Plans: Examples of Policies to Address Climate Change,* updated January 22, 2010.

Table 3-6 identifies which CARB Recommended Actions as it applies to the proposed project. These actions are included in the State's Climate Action Plan (CAP). Of the 39 measures identified, those that would be considered to be applicable to the proposed project would primarily be those actions related to electricity, natural gas use, water conservation, and waste management. A discussion of each applicable measure and the project's conformity with the measure is provided in Table 3-6. As indicated in the table, the proposed project would not impede the implementation of any of the CARB's recommended actions.

Table 3-6
Recommended Actions for Climate Change

ID #	Sector	Strategy Name	Applicable to Project?	Will the Project Conflict With Implementation?
T-1	Transportation	Light-Duty Vehicle GHG Standards	No	No
T-2	Transportation	Low Carbon Fuel Standard (Discrete Early Action)	No	No
T-3	Transportation	Regional Transportation-Related GHG Targets	No	No
T-4	Transportation	Vehicle Efficiency Measures	No	No

Table 3-6
Recommended Actions for Climate Change (continued)

ID #	Sector	Strategy Name	Applicable to Project?	Will the Project Conflict With Implementation?
T-5	Transportation	Ship Electrification at Ports (Discrete Early Action)	No	No
T-6	Transportation	Goods movement Efficiency Measures	No	No
T-7	Transportation	Heavy Duty Vehicle Greenhouse Gas Emission Reduction Measure – Aerodynamic Efficiency (Discrete Early Action)	No	No
T-8	Transportation	Medium- and Heavy-Duty Vehicle Hybridization	No	No
T-9	Transportation	High-Speed Rail	No	No
E-1	Electricity and Natural Gas	Increased Utility Energy Efficiency Programs More Stringent Building and Appliance Standards	**Yes**	No
E-2	Electricity and Natural Gas	Increase Combined Heat and Power Use by 30,000 GWh	No	No
E-3	Electricity and Natural Gas	Renewable Portfolio Standard	No	No
E-4	Electricity and Natural Gas	Million Solar Roofs	No	No
CR-1	Electricity and Natural Gas	Energy Efficiency	**Yes**	No
CR-2	Electricity and Natural Gas	Solar Water Heating	No	No
GB-1	Green Buildings	Green Buildings	**Yes**	No
W-1	Water	Water Use Efficiency	**Yes**	No
W-2	Water	Water Recycling	No	No
W-3	Water	Water System Energy Efficiency	No	No
W-4	Water	Reuse Urban Runoff	No	No
W-5	Water	Increase Renewable Energy Production	No	No
W-6	Water	Public Goods Charge (Water)	No	No
I-1	Industry	Energy Efficiency and Co-Benefits Audits for Large Industrial Sources	**Yes**	No
I-2	Industry	Oil and Gas Extraction GHG Emission Reduction	No	No
I-3	Industry	GHG Leak Reduction from Oil and Gas Transmission	No	No
I-4	Industry	Refinery Flare Recovery Process Improvements	No	No
I-5	Industry	Removal of Methane Exemption from Existing Refinery Regulations	No	No
RW-1	Recycling and Waste Management	Landfill Methane Control (Discrete Early Action)	No	No

Table 3-6
Recommended Actions for Climate Change (continued)

ID #	Sector	Strategy Name	Applicable to Project?	Will the Project Conflict With Implementation?
RW-2	Recycling and Waste Management	Additional Reductions in Landfill Methane – Capture Improvements	No	No
RW-3	Recycling and Waste Management	High Recycling/Zero Waste	**Yes**	No
F-1	Forestry	Sustainable Forest Target	No	No
H-1	High Global Warming Potential Gases	Motor Vehicle Air Conditioning Systems (Discrete Early Action)	No	No
H-2	High Global Warming Potential Gases	SF6 Limits in Non-Utility and Non-Semiconductor Applications (Discrete Early Action)	No	No
H-3	High Global Warming Potential Gases	Reduction in Perflourocarbons in Semiconductor Manufacturing (Discrete Early Action)	No	No
H-4	High Global Warming Potential Gases	Limit High GWP Use in Consumer Products (Discrete Early Action, Adopted June 2008)	No	No
H-5	High Global Warming Potential Gases	High GWP Reductions from Mobile Sources	No	No
H-6	High Global Warming Potential Gases	High GWP Reductions from Stationary Sources	No	No
H-7	High Global Warming Potential Gases	Mitigation Fee on High GWP Gases	No	No
A-1	Agriculture	Methane Capture at Large Dairies	No	No

Source: California Air Resources Board, *Assembly Bill 32 Scoping Plan,* 2008.

AB-32 requires the reduction of GHG emissions to 1990 levels, which would require a minimum 28 percent reduction in "business as usual" GHG emissions for the entire State. As the proposed project would reduce its GHG emissions by 36 percent, the potential GHG impacts are considered to be less than significant.

3.7.3 SIGNIFICANT EFFECTS & MITIGATION

The proposed project will not result in any significant impacts with respect to greenhouse gas emissions. As a result, no mitigation measures are required.

3.8 HAZARDS IMPACTS

3.8.1 THRESHOLDS OF SIGNIFICANCE

In accordance with the provisions of CEQA, a project may be deemed to have a significant adverse impact on risk of upset and human health if it results in any of the following:

- The creation of a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials;
- The creation of 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;
- The generation of hazardous emissions or the handling of hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school;
- The locating of a project on a site that is included on a list of hazardous material sites compiled pursuant to Government Code Section 65962.5 resulting in a significant hazard to the public or the environment;
- A project located within an area governed by an airport land use plan, or where such a plan has not been adopted, within two miles of a public airport or a public use airport;
- A project located in the vicinity of a private airstrip that would result in a safety hazard for people residing or working in the project area;
- The impairment of the implementation of, or physical interference with, an adopted emergency response plan or emergency evacuation plan; or,
- The exposure of people or structures to a significant risk of loss, injury, or death involving wild land fire, including where wild lands are adjacent to urbanized areas or where residences are intermixed with wild lands.

3.8.2 ENVIRONMENTAL ANALYSIS

3.8.A. Would the project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials? ● Less than Significant Impact.

The EPA's Environfacts database was consulted to determine the nature and extent of any reported contamination (air, water, soils, waste, etc.) that is associated with the project site. There are over 250 sites in Pomona listed in the EPA's Environfacts database, the project site is not listed on the EPA

database.[55] In addition, the site is not listed in the CalEPA website as a Cortese site.[56] There are no structures present within the project site; therefore, the risk of encountering lead and/or asbestos containing materials during demolition is non existent. The precise nature of the tenants that will occupy the new buildings are not known at this time. The transporting requirements, packaging regulations, and the consumer protection requirements will mitigate any potential operational impacts. Therefore, the impacts are anticipated to be less than significant.

3.8.B. Would the project create a significant hazard to the public or the environment, or result in reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment? ● No Impact.

The proposed uses must operate pursuant to the requirements of the Los Angeles County Fire Department, the SCAQMD, the Regional Water Quality Control Board, the California Department of Toxic Substances Control, and other pertinent regulatory agencies. Compliance with the existing regulations of these agencies will address any potential impacts and no impacts are anticipated to occur.

3.8.C. Would the project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school? ● Less than Significant Impact.

The U.S. Department of Transportation (DOT) Office of Hazardous Materials Safety prescribes strict regulations for the safe transportation of hazardous materials, as described in Title 49 of the Code of Federal Regulations, and implemented by Title 13 of the CCR. The transportation of hazardous materials can result in accidental spills, leaks, toxic releases, fire, or explosion. It is possible that licensed vendors could bring some hazardous materials to and from the proposed project. However, appropriate documentation for all hazardous waste that is transported in connection with specific project-site activities would be provided as required for compliance with existing hazardous materials regulations codified in Titles 8, 22, and 26 of the California Code of Regulations, and their enabling legislation set forth in Chapter 6.95 of the California Health and Safety Code. In addition, specific project-site developers shall comply with all applicable Federal, State, and local laws and regulations pertaining to the transport, use, disposal, handling, and storage of hazardous waste, including but not limited to, Title 49 of the Code of Federal Regulations.

Hazardous materials use would present a slightly greater risk of accident than hazardous materials storage. However, for those employees who would work with hazardous materials, the amount of hazardous materials that are handled at any one time are generally relatively small, reducing the potential consequences of an accident during handling. Further, specific project-site activities would be required to comply with Federal and State laws to eliminate or reduce the consequence of hazardous materials accidents. For example, employees who would work around hazardous materials would be required to

[55] Environmental Protection Agency. Environfacts Database. Website accessed on September 24, 2014.

[56] California Department of Toxic Substances Control. Envirostor Hazardous Waste and Substances Site List. Site accessed September 25, 2014.

wear appropriate protective equipment, and safety equipment is routinely available in all areas where hazardous materials are used.

There are no schools located within a quarter of a mile of the project site. There nearest school is located in Diamond Bar, approximately 4,533 feet to the southeast of the project site.[57] The nature of the industrial uses is not yet known; however, compliance with State and Federal laws regarding handling and transporting toxic materials will reduce potential impacts to levels that are less than significant.

3.8.D. Would the project be located on a site, which 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? ● No Impact.

As indicated in Section 3.8.A, the site is not listed in the EPA's Environfacts database. In addition, the project site is not included in the list of Cortese sites under the California Department of Toxic Substances Control Envirostor database. As a result, no impacts are anticipated to occur following the implementation of the proposed project.

3.8.E. Would the project be located within an airport land use plan, or where such a plan has not been adopted, within two miles of a public airport or a public use airport, would the project result in a safety hazard for people residing or working in the project area? ● No Impact.

The project site is not located within two miles of a public use airport. There are no existing public or private airstrips within the City. However, parts of Pomona are within the airport land use plan of Brackett Field (located 4.6 miles to the northeast of the project site), a public use airport operated by Los Angeles County and located in La Verne, adjacent to Fairplex and Pomona's northwestern city limits. The Runway Protection Zone (RPZ) of Brackett Field extends into Pomona in the Fairplex area. The RPZ is an area at ground level that provides for the unobstructed passage of landing aircraft through the above airspace. The Los Angeles County Department of Regional Planning began preparation of an Airport Land Use Compatibility Plan (ALUCP) for Brackett Field in November 2012. The Brackett Field ALUCP will set forth land use compatibility policies applicable to future development in the vicinity of the Airport. The policies will be designed to ensure that future land uses in the surrounding area will be compatible with potential long-range aircraft activities at the airport, and that the public's exposure to safety hazards is minimized. Since the proposed project falls outside of the designated study area for the Brackett Field Airport Land Use Compatibility Plan, no impacts are anticipated to occur as a result of the proposed project's implementation.[58]

[57] Google Earth. Site Accessed September 26, 2014.

[58] Los Angeles County Department of Regional Planning. Brackett Field Airport Land Use Compatibility Plan Draft Background Report. February 2013.

3.8.F. Would the project impair implementation of, or physically interfere with, an adopted emergency response plan or emergency evacuation plan? ● No Impact.

The proposed development will be confined to the parcel and will not obstruct access to the surrounding lots or otherwise hinder emergency evacuation within the surrounding properties. At no time will Valley Boulevard be completely closed to traffic to accommodate construction equipment or activities. Thus, no impacts on emergency response or evacuation are expected with the project.

3.8.G. For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area? ● No Impact.

The project site is not located within two miles of an operational *private* airport or airstrip. As a result, the proposed project will not impact the operations of a private airstrip.

3.8.H. Would the project expose people or structures to a significant risk of loss, injury, or death involving wild land fire, including where wild lands are adjacent to urbanized areas or where residences are intermixed with wild lands? ● Less than Significant Impact.

According to the City of Pomona General Plan, the project site is located in an area that is at a high risk for wildfires.[59] As a result, the Applicant will need to abide by the following polices outlined in the Pomona General Plan in order to reduce the potential impacts to levels that would be less than significant:

- Policy *7G.P19*. This policy requires site design features, fire retardant building materials, and adequate access as conditions for approval of development or improvements to reduce the risk of fire within the City. New construction is also required to meet the requirements of the most recent Building and Fire Codes. The potential for structural fire may be further reduced through the addition of defensible buffers, the use of type "A" roofing materials and the installation of fire suppression devices.

- Policy *7G.P21*. Future emergency access and water supply infrastructure improvements must be installed, particularly in areas that are identified as *High* or *Very High* fire threat areas.

- Policy *7G.P22* Land uses and development must adhere to the County Fire Department's weed abatement and brush clearance program.

Adherence the aforementioned policies will reduce the potential impacts to levels that are less than significant.

[59] City of Pomona 2011 General Plan Update. 7-G Noise & Safety Element. Accessed September 26, 2014.

3.8.3 SIGNIFICANT EFFECTS & MITIGATION

The project site is not listed in the EPA or California Department of Toxic Substances Control database. The proposed project's operational impacts related to hazardous materials are not considered to represent a significant adverse impact. As a result, no mitigation measures are required.

3.9 HYDROLOGY & WATER QUALITY IMPACTS

3.9.1 THRESHOLDS OF SIGNIFICANCE

In accordance with the provisions of CEQA, a project may be deemed to have a significant adverse environmental impact on water resources or water quality if it results in any of the following:

- A violation of any water quality standards or waste discharge requirements;
- A substantial depletion of groundwater supplies or interference with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level;
- A substantial alteration of the existing drainage pattern of the site or area through the alteration of the course of a stream or river in a manner that would result in substantial erosion or siltation on- or off-site;
- A substantial alteration of the existing drainage pattern of the site or area, including the alteration of the course of a stream or river, in a manner that would result in flooding on- or off-site;
- The creation or contribution of water runoff that would exceed the capacity of existing or planned storm water drainage systems or the generation of substantial additional sources of polluted runoff;
- The substantial degradation of water quality;
- The placement of housing within a 100-year flood hazard area as mapped on a Federal Flood Hazard Boundary or Flood Insurance Rate Map, or other flood hazard delineation map;
- The placement of structures within 100-year flood hazard areas that would impede or redirect flood flows;
- The exposure of people or structures to a significant risk of flooding as a result of dam or levee failure; or,
- The exposure of a project to inundation by seiche, tsunami, or mudflow.

3.9.2 ENVIRONMENTAL ANALYSIS

3.9.A. Would the project violate any water quality standards or waste discharge requirements? ● Less than Significant Impact with Mitigation.

The project site is currently undeveloped and the majority of the property consists of pervious land cover. Pre-development, this site is nearly 100 percent pervious. Upon completion of the proposed project, approximately 17,841 square feet will be dedicated to landscaping. The project will also include three, 30-foot access roads to Valley Boulevard and a parking lot with a total of 196 spaces. In the absence of mitigation, the impervious surfaces (internal driveways, parking areas, etc.) that will be constructed as part of the site's development could lead to the presence of debris, leaves, soils, oil/grease, and other pollutants within the parking areas.[60] Stormwater (water that originates during a precipitation event) that is not absorbed into the ground on site (run-off) can accumulate pollutants and, as it flows into waterways, can degrade surface waters making them unsafe for drinking, fishing, and swimming.

The water that enters this system is not treated or filtered; therefore, any pollutants washed into the system can flow with the water directly into rivers and ultimately to the ocean. Pomona's stormwater discharges flow to Thompson Creek (northern portion) and San Jose Creek (western portion) both of which are tributary to the San Gabriel River. Common sources of stormwater pollution in Pomona include litter, trash, pet waste, paint residue, organic material (yard waste), fertilizers, pesticides, sediments, construction debris, cooking grease, illegally dumped motor oil, and other harmful fluids. The City protects water resources by reducing the impact of pollutants from urban runoff through implementation of its Storm Water Pollution Prevention Program as required by the National Pollutant Discharge Elimination System (NPDES) permit program. The NPDES permit program, as authorized by the Federal Clean Water Act, controls water pollution by regulating what is discharged into waters of the United States.

The proposed project will be required to implement storm water pollution control measures pursuant to the National Pollutant Discharge Elimination System (NPDES) requirements. The Applicant will be required to prepare a Water Quality Management Plan (WQMP) utilizing Best Management Practices (BMPs) to control or reduce the discharge of pollutants to the maximum extent practicable. The WQMP will also identify post-construction BMPs that will be the responsibility of the homeowners association to implement over the life of the project. In addition, the following mitigation is required as part of this project to ensure that potential water quality impacts are mitigated:

- Prior to issuance of any grading permit for the project that will result in soil disturbance of one or more acres of land, the Applicant shall demonstrate that coverage has been obtained under California's General Permit for Stormwater Discharges Associated with Construction Activity by providing a copy of the Notice of Intent (NOI) submitted to the State Water Resources Control Board and a copy of the subsequent notification of the issuance of a Waste Discharge Identification (WDID) Number or other proof of filing shall be provided to the Chief Building Official and the City Engineer.

[60] Blodgett Baylosis Environmental Planning. Site Survey (Site survey was conducted on February 27, 2014).

- The Applicant shall prepare and implement a Storm Water Pollution Prevention Plan (SWPPP). The SWPPP shall be submitted to the Chief Building Official and City Engineer prior to the issuance of a grading permit. The Applicant shall register their SWPPP with the State of California. A copy of the current SWPPP shall be kept at the project site and be available for review on request.

With the aforementioned mitigation, the impacts will be less than significant.

3.9.B. Would the project substantially deplete groundwater supplies or interfere substantially with groundwater recharge in such a way that would cause a net deficit in aquifer volume or a lowering of the local groundwater table level? ● No Impact.

The proposed project's implementation will not involve any excavation that would affect a local aquifer. In addition, the proposed project will not affect any existing water well and no impacts are anticipated.

3.9.C. Would the project substantially alter the existing drainage pattern of the site or area, including the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site? ● No Impact.

The proposed project will not alter the existing drainage pattern of the site or area, nor will it alter the course of a stream or river. The adjacent properties are currently developed and any natural drainage patterns have been destroyed due to past development. Furthermore, the proposed project will not alter the course of the Thompson Wash, which directly abuts the project site to the east, because Thompson Wash is concrete-lined. As a result, no impacts on streams or natural hydrology will occur.

3.9.D. Would the project substantially alter the existing drainage pattern of the site or area, including the alteration of the course of a stream or river, in a manner, which would result in flooding on- or off-site? ● No Impact.

As indicated previously, no naturally occurring permanent surface water features exist within the project site or in the adjacent properties. Thompson Wash abuts the project site to the east. The proposed project will be restricted to the property and will not alter the course of the channelized Thompson Wash. Therefore, no impacts resulting in on- or off-site flooding will occur.

3.9.E. Would the project create or contribute runoff water, which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff? ● Less than Significant Impact with Mitigation.

In the absence of mitigation, the impervious surfaces (internal driveways, parking areas, etc.) that will be constructed as part of the site's development could lead to the presence of debris, leaves, soils, oil/grease,

and other pollutants within the parking areas.[61] The following measures are required as a means to address potential storm water impacts:

- All catch basins and public access points that cross or abut an open channel shall be marked by the Applicant with a water quality label in accordance with City standards. This measure must be completed and approved by the City Engineer prior to the issuance of a Certificate of Occupancy.

- The Applicant shall be responsible for the construction of all on-site drainage facilities as required by the City Engineer.

The above mitigation will reduce the impacts to levels that are less than significant.

3.9.F. Would the project otherwise substantially degrade water quality? ● No Impact.

The measures identified in Section 3.9.B will mitigate any potential impacts directly related to the impact of the proposed project. As a result, no additional impacts beyond those previously identified are anticipated.

3.9.G. Would the project place housing within a 100-year flood hazard area as mapped on a Federal Flood Hazard Boundary or Flood Insurance Rate Map, or other flood hazard delineation map? ● No Impact.

The proposed project will not involve the construction of residential units. Additionally, the project site and the immediate area are located within Flood Zone X (refer to Exhibit 3-5) designated by the Federal Emergency Management Agency (FEMA). This flood zone has an annual probability of flooding of less than 0.2 percent and represents areas outside the 500-year flood plain. Since the proposed project will not involve the construction of housing units, no impacts will occur.

3.9.H. Would the project place within a 100-year flood hazard area, structures which would impede or redirect flood flows? ● No Impact.

As indicated previously, the project site is located within Flood Zone X as identified by FEMA. Flood Zone X has an annual probability of flooding of less than 0.2 percent and represents areas outside the 500-year flood plain. As a result, no impacts will occur following the implementation of the proposed project.

3.9.I. Would the project expose people or structures to a significant risk of flooding as a result of dam or levee failure? ● No Impact.

There are two inundation zones located within the City boundaries. The northern part of the City is subject to inundation risk from the Live Oak Reservoir, while the San Antonio Dam poses an inundation risk for

[61] Blodgett Baylosis Environmental Planning. Site Survey (Site survey was conducted on February 27, 2014).

the eastern and southern portions of Pomona. The project site is not located within either one of the two inundation zones.[62] As a result, no impacts are anticipated to occur.

3.9.J. Would the project result in inundation by seiche, tsunami or mudflow? ● No Impact.

The City of Pomona and the project site are located inland approximately 31 miles from the Pacific Ocean and the project area would not be exposed to the effects of a tsunami.[63] Furthermore, the proposed project will not result in any mudslides. A seiche in the Thompson Wash is not likely to happen due to the current level of channelization and volume of water present. As a result, no impacts are expected.

3.9.3 SIGNIFICANT EFFECTS & MITIGATION

As indicated previously, the site's hydrological characteristics will not substantially change due to the extent of the existing hardscape surfaces within the project site. However, the following mitigation is required as a means to ensure that water run-off and water quality impacts are mitigated:

Mitigation Measure No. 5 (Hydrology & Water Quality Impacts). Prior to issuance of any grading permit for the project that will result in soil disturbance of one or more acres of land, the Applicant shall demonstrate that coverage has been obtained under California's General Permit for Stormwater Discharges Associated with Construction Activity by providing a copy of the Notice of Intent (NOI) submitted to the State Water Resources Control Board and a copy of the subsequent notification of the issuance of a Waste Discharge Identification (WDID) Number or other proof of filing shall be provided to the Chief Building Official and the City Engineer.

Mitigation Measure No. 6 (Hydrology & Water Quality Impacts). The Applicant shall prepare and implement a Storm Water Pollution Prevention Plan (SWPPP). The SWPPP shall be submitted to the Chief Building Official and City Engineer prior to the issuance of a grading permit. The Applicant shall register their SWPPP with the State of California. A copy of the current SWPPP shall be kept at the project site and be available for review on request.

Mitigation Measure No. 7 (Hydrology & Water Quality Impacts). All catch basins and public access points that cross or abut an open channel shall be marked by the Applicant with a water quality label in accordance with City standards. This measure must be completed and approved by the City Engineer prior to the issuance of a Certificate of Occupancy.

Mitigation Measure No. 8 (Hydrology & Water Quality Impacts). The Applicant shall be responsible for the construction of all on-site drainage facilities as required by the City Engineer.

[62] City of Pomona General Plan Update 2011. Section 7-G Noise & Safety Element, Flooding. Accessed September 26, 2014.

[63] Pomona, City of. *Pomona General Plan, Safety Element (Administrative Draft).* November 2003.

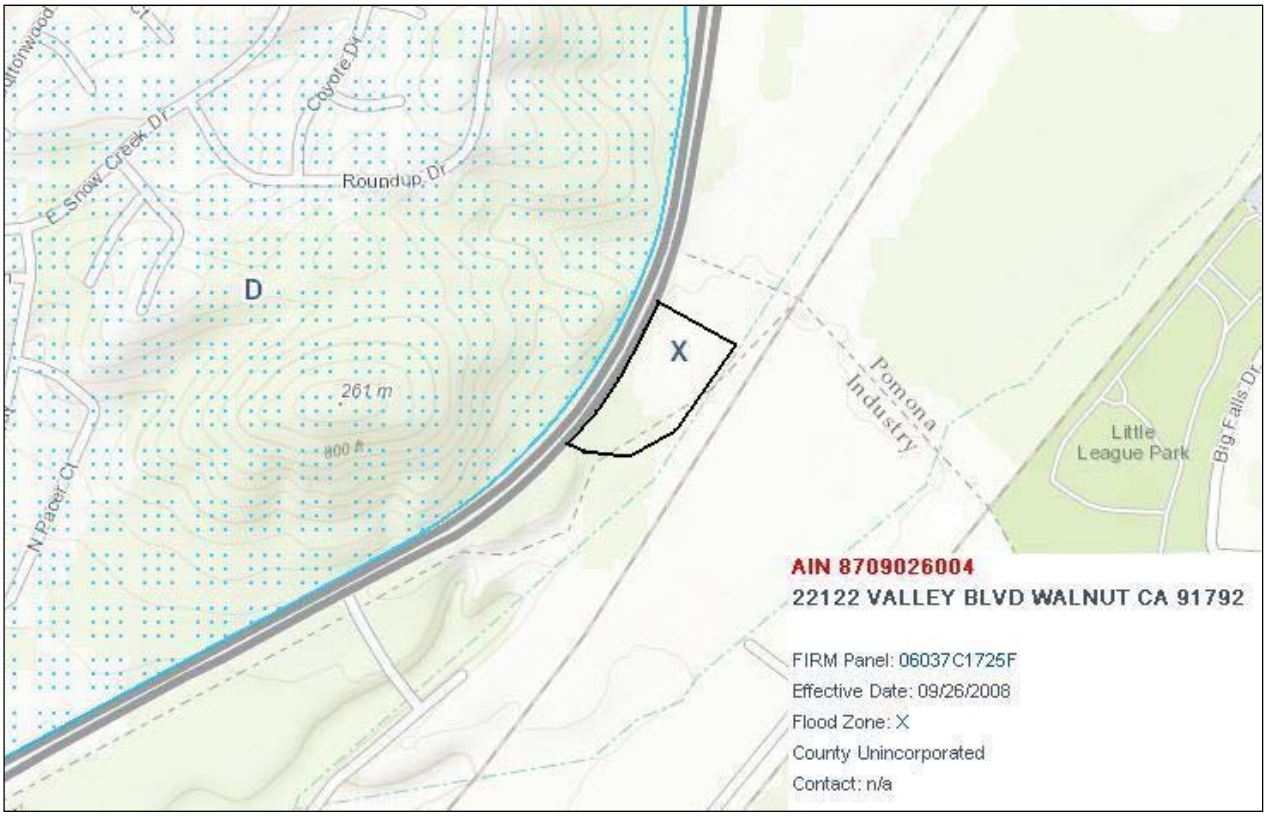


EXHIBIT 3-5
FLOODING HAZARDS
Source: Los Angeles Department of Public Works and ESRI

3.10 LAND USE & PLANNING IMPACTS

3.10.1 THRESHOLDS OF SIGNIFICANCE

In accordance with the provisions of CEQA, a project may be deemed to have a significant impact on land use and development if it results in any of the following:

- The disruption or division of the physical arrangement of an established community;
- A conflict with an applicable land use plan, policy, or regulation of the agency with jurisdiction over the project; and,
- A conflict with any applicable conservation plan or natural community conservation plan.

3.10.2 ENVIRONMENTAL ANALYSIS

3.10.A. Would the project physically divide an established community? ● No Impact.

The project site is located in the midst of an industrial area located in the southwestern corner of the City of Pomona. Surrounding land uses and development in the vicinity of the project site include the following:

- Valley Boulevard extends along the site's westerly side. Open space and a large residential planned development are located further west of Valley Boulevard. The area located to the west of Valley Boulevard is located within the corporate boundaries of the City of Walnut.
- Consolidated Precision Products, located at 4200 Valley Boulevard, abuts the project site on the north side. The business is involved in the manufacturing of precision products for the aerospace industry.
- California Coach Auto Body, Inc., located at 22064 Valley Boulevard, is located to the south of the project site.
- Thompson Wash, a concrete-lined flood control channel extends along the project site's easterly side. Industrial and distribution uses are located further east. In addition, San Jose Creek is also located further east.[64]

The project site is currently vacant. Land cover consists of unmaintained ruderal vegetation. No residential land uses or areas designated for residential uses are located within or adjacent to the project site. Furthermore, the proposed project will be restricted to just the project site and will not affect the Single-family neighborhood located approximately 1,000 feet to the northwest of the project site along

[64] Blodgett Baylosis Environmental Planning. *Field Survey*. Survey was completed on September 16, 2014, Updated May 15, 2015.

Roundup Drive.[65] As a result, no impacts related to the division of an established residential neighborhood will occur as part of the proposed project's implementation.

3.10.B. Would the project conflict with an applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including but not limited to, a general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect? ● No Impact.

The project site's zoning designation within the County of Los Angeles is M-1.5-BE or Restricted Heavy Manufacturing.[66] The Applicant and City of Pomona intend to annex the unincorporated portion of the site and that segment of Valley Boulevard located along the project site's frontage into the City of Pomona. In order to annex the unincorporated lands, the City of Pomona would need to file an application with the Los Angeles County Local Agency Formation Commission (LAFCO). Once submitted, LAFCO has 30 days to review an annexation application and determine that the application is complete for processing, or notify the Applicant that the application is not complete.[67] The proposed use is consistent with the existing land use designation that is applicable to the project site and the adjacent properties. The existing General Plan and Zoning designations for those properties located within Pomona are shown in Exhibits 3-6 and 3-7, respectively. As a result, no impacts are anticipated.

3.10.C. Will the project conflict with any applicable habitat conservation plan or natural community conservation plan? ● No Impact.

The project site is located in the midst of an existing urbanized area. No natural or native habitats are found within the site or within the adjacent parcels. The proposed project is located approximately 3.6 miles to the southwest of the proposed SEA #6. The project will be limited to the project site and will not intrude on the proposed SEA. As a result, no impacts are anticipated.

3.10.3 SIGNIFICANT EFFECTS & MITIGATION

The environmental analysis determined that the proposed project will not result in any impacts on land use and development. As a result, no mitigation is required.

[65] Blodgett Baylosis Environmental Planning. *Field Survey*. Survey was completed on September 16, 2014, Updated May 15, 2015.

[66] Pomona, City of. Zoning Map. As emended 2015.

[67] California Office of Planning and Research. *LAFCOs, General Plans, and City Annexations.* http://www.opr.ca.gov/docs/LAFCOs_GeneralPlans_City_Annexations.pdf

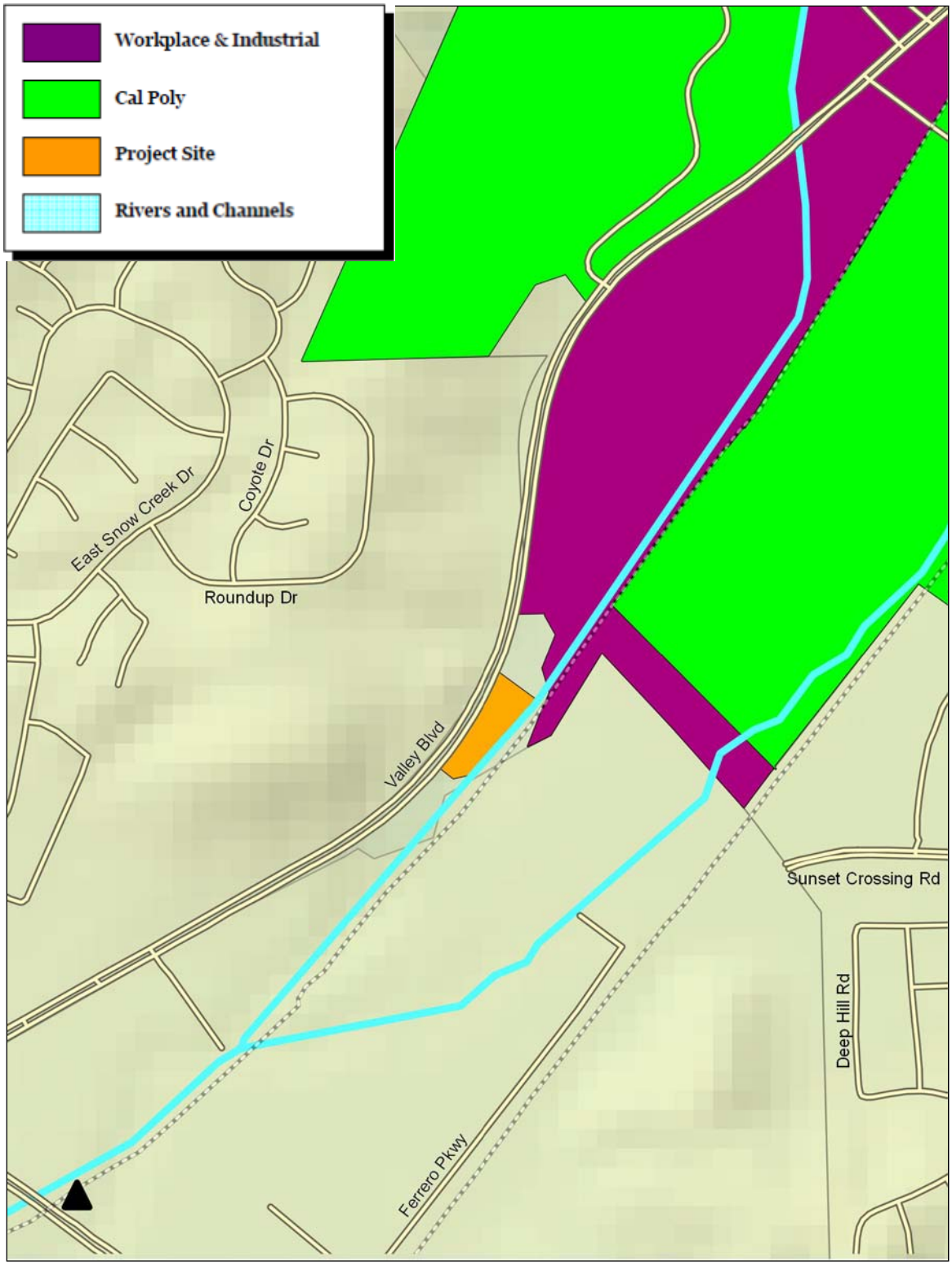


EXHIBIT 3-6
EXISTING POMONA GENERAL PLAN LAND USE DESIGNATIONS

Source: Blodgett Baylosis Environmental Planning

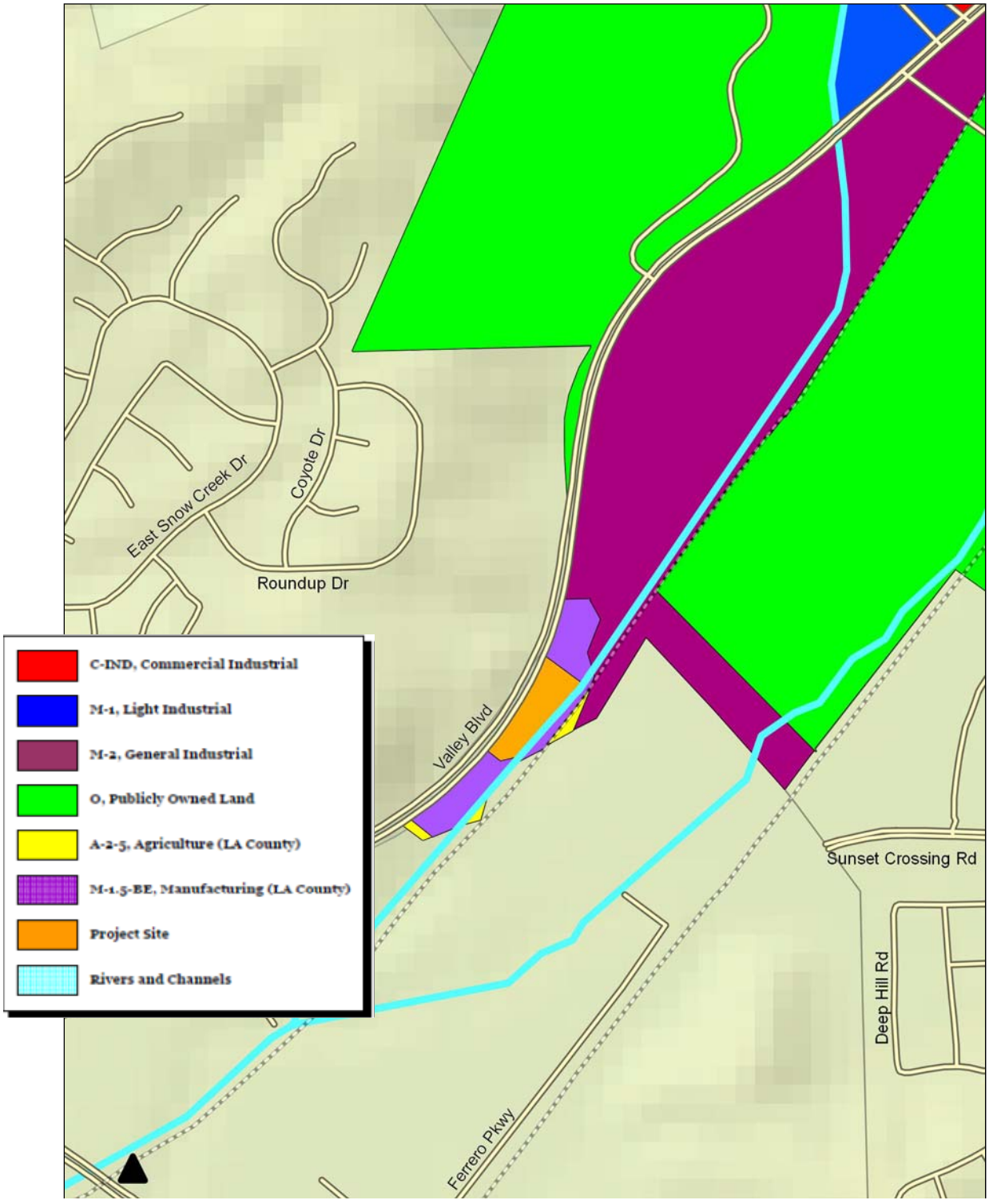


EXHIBIT 3-7
EXISTING POMONA AND COUNTY ZONING LAND USE DESIGNATIONS

Source: City of Pomona

3.11 MINERAL RESOURCES IMPACTS

3.11.1 THRESHOLDS OF SIGNIFICANCE

In accordance with the provisions of CEQA, a project may be deemed to have a significant adverse impact on energy and mineral resources if it results in any of the following:

- The loss of availability of a known mineral resource that would be of value to the region and the residents of the State; or,

- 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.

3.11.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? ● No Impact.

The project site does not contain sand, gravel, mineral, or timber resources. There are no active oil wells or natural resource extraction activities within the project site. A review of the California Division of Oil and Gas field records indicates that no abandoned wells are located in the vicinity of the project site.[68] As a result, no impacts are anticipated.

3.11.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? ● No Impact.

There are no mineral, oil, or energy extraction and/or generation activities within the project site or in the immediate area. The resources and materials used in the construction will not include any materials that are considered to be rare or unique. Thus, the project will not result in any effects on mineral resources in the region.

3.11.3 SIGNIFICANT EFFECTS & MITIGATION

The environmental analysis determined that the proposed project will not result in any impacts on mineral resources. As a result, no mitigation is required.

[68] California, State of. Department of Conservation. *Oil, Gas, and Geothermal – District 1 Maps.* 2013.

3.12 NOISE IMPACTS

3.12.1 THRESHOLDS OF SIGNIFICANCE

In accordance with the provisions of CEQA, a project may be deemed to have a significant impact on the environment if it results in any of the following:

- The exposure of persons to, or the generation of, noise levels in excess of standards established in the local general plan, noise ordinance or applicable standards of other agencies;
- The exposure of people to, or the generation of, excessive ground-borne noise levels;
- A substantial permanent increase in ambient noise levels in the vicinity of the project above levels that exist without the project;
- A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project;
- The locating of a project within an area governed by an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or private use airport, where the project would expose people residing or working in the project area to excessive noise levels; or,
- The locating of a project within the vicinity of a private airstrip that would result in the exposure of people residing or working in the project area to excessive noise levels.

3.12.2 ENVIRONMENTAL ANALYSIS

3.12.A. Would the project result in exposure of persons to, or the generation of, noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies? ● Less than Significant Impact.

The most commonly used unit for measuring the level of sound is the decibel (dB). Zero on the decibel scale represents the lowest limit of sound that can be heard by humans. The eardrum may rupture at 140 dB. In general, an increase of between 3.0 dB and 5.0 dB in the ambient noise level is considered to represent the threshold for human sensitivity. In other words, increases in ambient noise levels of 3.0 dB or less are not generally perceptible to persons with average hearing abilities.[69] Noise levels that are associated with common, everyday activities are illustrated in Exhibit 3-8. There are a number of noise control regulations that are relevant to this project:[70]

[69] Bugliarello, et. al., *The Impact of Noise Pollution,* Chapter 127, 1975.

[70] In 1981, EPA administrators determined that subjective issues such as noise would be better addressed at lower levels of government. Consequently, in 1982 responsibilities for regulating noise control policies were transferred to State and local governments. However, noise control guidelines and regulations contained in EPA rulings in prior years remain in place by

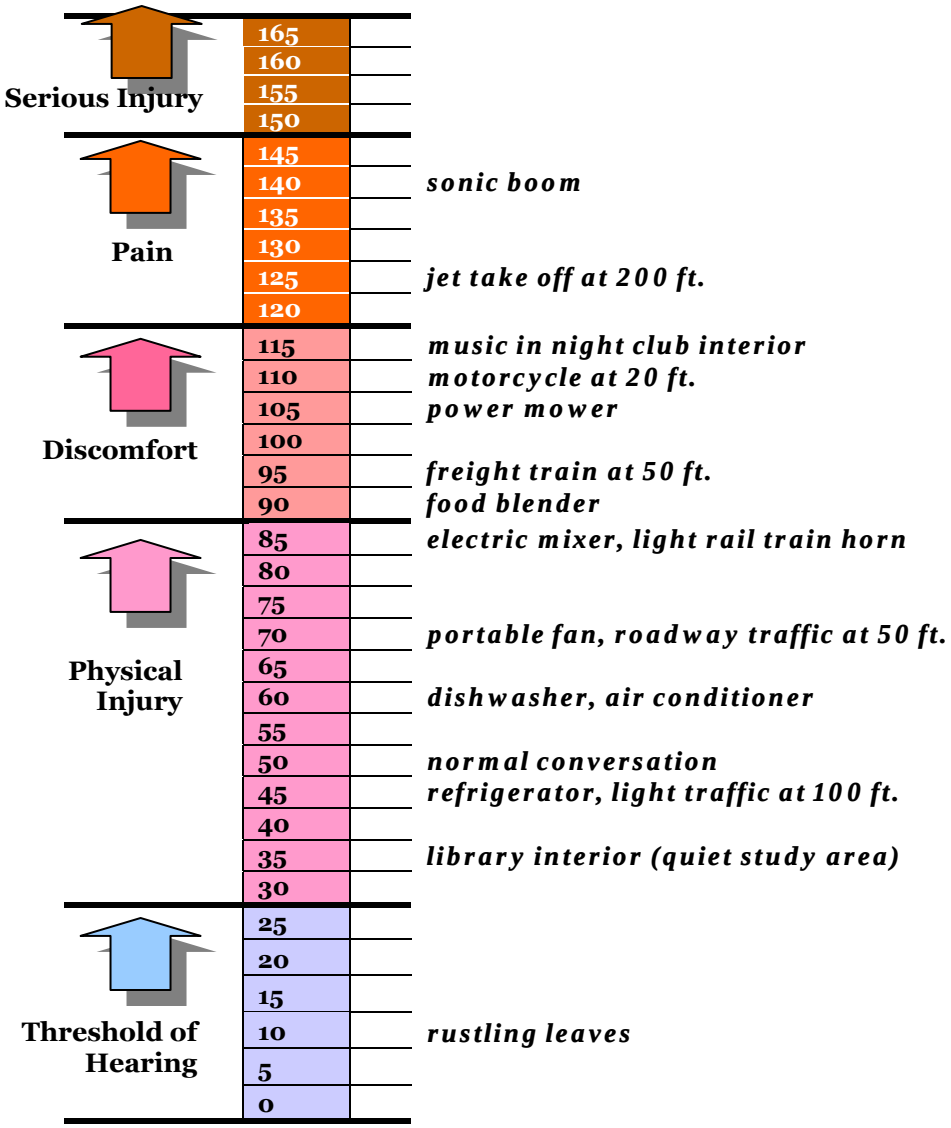


EXHIBIT 3-8
NOISE LEVELS ASSOCIATED WITH EVERYDAY ACTIVITIES
Source: Blodgett Baylosis Environmental Planning

designated Federal agencies, allowing more individualized control for specific issues by designated Federal, State, and local government agencies.

- *Federal Noise Control Act of 1972*. The U.S. Environmental Protection Agency (EPA) Office Noise Abatement and Control was originally established to coordinate Federal noise control activities. After its inception, EPA's Office of Noise Abatement and Control issued the Federal Noise Control Act of 1972, establishing programs and guidelines to identify and address the effects of noise on public health, welfare, and the environment. In response, the EPA published Information on Levels of Environmental Noise Requisite to Protect Public Health and Welfare with an Adequate Margin of Safety (Levels of Environmental Noise). The Levels of Environmental Noise recommended that the Ldn should not exceed 55 dBA outdoors or 45 dBA indoors to prevent significant activity interference and annoyance in noise-sensitive areas. In addition, the Levels of Environmental Noise identified 5.0 dBA as an "adequate margin of safety" for a noise level increase relative to a baseline noise exposure level of 55 dBA Ldn.

- *State of California Building Code*. The State of California has adopted noise standards in areas of regulation not preempted by the Federal government. The State standards regulate noise levels of motor vehicles, sound transmission through buildings, occupational noise control, and noise insulation. Title 24 of the California Code of Regulations, also known as the California Building Code, establishes building standards applicable to all occupancies throughout the State. The code provides acoustical regulations for both exterior-to-interior sound insulation, as well as sound and impact isolation between adjacent spaces of various occupied units. Title 24 regulations state that interior noise levels generated by exterior noise sources shall not exceed 45 dBA Ldn/CNEL, with windows closed, in any habitable room for general residential uses.

- *State of California General Plan Guidelines 2003***.** The State of California General Plan Guidelines 2003, published by the California Governor's Office of Planning and Research (OPR) provide guidance for the compatibility of projects within areas of specific noise exposure. The OPR Guidelines include a Noise and Land Use Compatibility Matrix that identifies acceptable and unacceptable community noise exposure limits for various land use categories. The City of Pomona has incorporated their own version of this matrix in their General Plan.

- *California Environmental Quality Act*. The California Environmental Quality Act Guidelines (Appendix G) establishes significance criteria related to noise. Roadway noise impacts would be considered significant if the project increases noise levels at a noise sensitive land use by 3.0 dBA CNEL and if: (1) the existing noise levels already exceed the residential land use compatibility standard for "normally acceptable" (65 dBA CNEL), or (2) the project increases noise levels from below the 65 dBA CNEL standard to above 65 dBA CNEL.

- *City of Pomona General Plan*. Figure 7-G.1 of the General Plan shows the City of Pomona Land Use Compatibility Guidelines for noise, which correspond to the State guidelines shown in Figure 4.9-1. Based on these standards, exterior noise levels of 60 dBA CNEL and lower are "normally acceptable" for single-family residential uses, while exterior noise levels of 65 dBA CNEL and lower are "normally acceptable" for multi-family residential uses. "Normally acceptable" is defined as the highest noise level that should be considered for the construction of new buildings that

incorporate conventional construction techniques, but without any special noise insulation requirements.[71] The following General Plan policies are relevant to the proposed project:

- *Policies 7G.G1 and 7G.G2,* and reduce noise-related impacts of the General Plan Update and Corridors Specific Plan:

- *Policy 7G.P1* requires the City use the land use compatibility standards shown in Figure 4.9-1 to determine acceptable uses and insulation requirements in noise-impacted areas.

- *Policy 7G.P3* requires the City continue to restrict noise and require mitigation measures for any noise-emitting construction equipment or activity.

- *Policy 7G.P5* requires the City reduce speed limits on arterial streets if necessary to lower sound to appropriate levels for adjacent and surrounding land uses.

● *City of Pomona Municipal Code.* The City of Pomona Municipal Code includes the Noise Ordinance provides restrictions for allowable noise levels in specific designated noise zones. As stated in Section 18-310, "Designated Noise Zones" of the City of Pomona Noise Ordinance, the assigned noise zones are:

- *Noise Zone 1.* Single-family residential properties
- *Noise Zone 2.* Multiple-family residential properties
- *Noise Zone 3.* Commercial properties
- *Noise Zone 4.* Industrial properties
- *Noise Zone 5.* High traffic corridors

Sections 18-311(b) through (e) of the Noise Ordinance establish regulations regarding cumulative and ambient noise levels that exceed the above standards and are listed below:

(b) It shall be unlawful for any person at any location within the incorporated area of the City to create any noise or to allow the creation of any noise on property owned, leased, occupied, or otherwise controlled by such person which causes the noise level, when measured on any other property, to exceed the following:

(1) The noise standard for a cumulative period of more than 30 minutes in any hour;

(2) The noise standard plus 5.0 dB(A) for a cumulative period of more than 15 minutes in any hour;

(3) The noise standard plus 10.0 dB(A) for a cumulative period of more than five minutes in any hour;

[71] City of Pomona Municipal Code. Section 18-310, "Designated Noise Zones."

(4) The noise standard plus 15 dB(A) for a cumulative period of more than one minute in any hour; or,

(5) The noise standard plus 20 dB(A) for any period of time.

The City's Municipal Code also states that it is unlawful for any person to create, maintain, or cause any ground vibration which is perceptible without instruments at any point on any affected property adjoining the property on which the vibration source is located.

The noise environment within the project site is dominated by vehicle traffic noise on Valley Boulevard. To characterize the ambient noise levels in the vicinity, a field study was conducted. Noise monitoring was conducted using a Sper Scientific digital sound level meter Model 840029. Noise monitoring included 15-minute noise surveys at three locations along the site's Valley Boulevard frontage. The measurements were collected during a weekday afternoon (Wednesday 4:00 PM, March 9, 2014). The resulting noise measurements are summarized in Table 3-7.

Table 3-7
Noise Measurement Results

Noise Measurement Location	L^{10}	L^{50}	L^{90}
Site 1 Southern Portion	74.3 dBA	67.1 dBA	62.9 dBA
Site 2 Middle Portion	76.2 dBA	65.5 dBA	59.2 dBA

Source: Blodgett Baylosis Environmental Planning. 2014.

During the measurement period, the dominant source of noise included traffic noise on Valley Boulevard. Secondary sources of noise were related to activities being conducted at nearby industrial establishments. Ambient noise levels during the majority of the measurement period ranged from 59.2 dBA to 62.9 dBA. The occasional passing truck resulted in noise level spikes that exceeded 70 dBA. The proposed project, once operational, will be required to comply with all pertinent noise regulations. The most applicable noise control requirements will include those regulations contained in the City of Pomona's Municipal Code. Any violation of these regulations will lead to potential code enforcement action. The project would not substantially increase the ambient noise levels or contribute significantly to future traffic noise levels at the nearest noise sensitive receptors. Project related traffic will also not cause traffic noise levels to exceed the City's exterior and interior noise levels of 45 and 65 dBA Ldn/CNEL, respectively. As a result, the impacts are considered to be less than significant. The proposed project's potential operational noise impacts and construction noise impacts are outlined in Sections 3.12.C and 3.12.D, respectively.

3.12.B. Would the project result in exposure of people to, or the generation of, excessive ground-borne noise levels? ● No Impact.

The proposed project is not anticipated to generate excessive noise levels that would exceed the noise standards outlined in the City of Pomona General Plan or those noise exposure limits identified in the City

of Pomona Municipal Code (refer to the previous section). The proposed project's construction noise impacts and its operational impacts are addressed herein in Sections 3.12.C and 3.12.D, respectively. Project related traffic will also not cause traffic noise levels to exceed the City's exterior and interior noise levels of 45 and 65 dBA Ldn/CNEL, respectively. As a result, no impacts are anticipated to occur.

3.12.C. Would the project result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project? ● Less than Significant Impact.

The *existing* and *existing plus projec*t traffic noise was modeled using the Federal Highway Administration Noise Prediction Model (FHWA-RD-77-108). A computerized noise model was used to estimate the existing traffic noise levels along Valley Boulevard. The noise model indicates the distance of specific noise level contours from the roadway's centerline. Key variables used by the traffic noise model include the number of cars using the roadway, their speed, the roadway gradient, and the surrounding environment's characteristics that may affect attenuation. The results of the traffic noise analysis are shown in Table 3-8. Note that the actual distances to these contours could be less than that predicted, where structures will break the line-of-sight to the roadway.

Table 3-8
Existing Traffic Noise Contours on Valley Boulevard

Noise Levels at a Specified Distance from the Roadway Centerline (in meters			
10 meters	**25 meters**	**50 meters**	**100 meters**
71 Ldn	67 Ldn	63 Ldn	59 Ldn

Assumes 28,000 ADT
* Does not consider any obstructions to the noise path.
Daytime noise levels.
Source: Blodgett Baylosis Environmental Planning.

Project generated traffic is expected to result in less than a 1.0 dB increase along affected road segment of Valley Boulevard is expected to be 1.2 dB. The project would not substantially increase the ambient noise levels or contribute significantly to future traffic noise levels at the nearby single-family detached residential uses. Project related traffic will also not cause traffic noise levels to exceed the City's exterior and interior noise levels of 45 and 65 dBA Ldn/CNEL, respectively. Dominant sources of operational noise during project operation will include back-up alarms, trucks entering and leaving the property, loading and unloading activities, and truck activity in the receiving and loading areas. Other potential noise sources will include landscaping maintenance, conversations and/or yelling in parking lots, vehicle doors closing, and car alarms. Activities that typically occur in parking lots can generate noise levels of between 49 dBA (tire squeals) and 74 dBA (car alarms) at 50 feet from the noise source. Because this is a private, almost entirely employee parking lot, these types of noises are not expected to occur as often as they would in a retail parking lot. Project operations are not expected to be readily audible over existing traffic noise associated with Valley Boulevard and would not result in a substantial increase in ambient noise levels. The proposed project's operational noise would not exceed the City's exterior or interior noise level

standards of 65 and 45 dBA CNEL. As a result, the potential impacts are considered to be less than significant.

3.12.D. Would the project result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project? ● Less than Significant Impact with Mitigation.

Composite construction noise is best characterized by Bolt, Beranek, and Newman (refer to Exhibit 3-11).[72] In this study, the noisiest phases of construction are anticipated to be 89 dBA as measured at a distance of 50 feet from the construction activity. As a worse-case scenario, the 89 dBA value was used as an average noise level for the construction activities. Based on spreading losses, noise levels could exceed 80 dBA at the proposed project site's property line. These impacts will be short-term and cease once construction has been completed.

Each piece of equipment was modeled with a use percentage that is typical of each type of equipment, ranging from 10-40 percent. Noise levels associated with this scenario are expected to reach up to 70 dBA L_{eq} and 76 dBA L_{max} at the nearest residential dwelling unit located north of the project site. The site preparation and grading stage is expected to be the loudest stage of project construction. Scrapers, backhoes, excavators, dozers, and trucks are all usually utilized during this phase. This equipment was modeled at a distance of 150 feet from the project property line to represent a worst-case construction scenario. A typical cycle for these machines includes between one and two minutes of full power operation followed by three to four minutes of lower power. A usage percentage of 40 percent was utilized for all of the above listed pieces of equipment. The higher power operation produces noise levels similar to those shown in Exhibit 3-9.

Construction noise levels are expected to reach up to 74 dBA Leq and 74 dBA L_{max} at the nearest single-family detached residential dwelling unit located north of the project site.[73] Demolition and construction noise levels can be expected to drop off by six decibels for every doubling of distance between the receptor and each source. The existing ambient noise levels at the single-family detached residential dwelling units exceed 68 dBA during the daytime hours due to ambient noise from Valley Boulevard. Construction noise is expected to be noticeable at a distance of 300 feet from the project site during daytime hours. In compliance with note Section 18.305.3 of the City of Pomona Municipal Code, construction activities shall only occur between the hours of 7:00 AM and 8:00 PM, Monday through Saturday, excluding Sundays and Federal holidays.[74] Construction of the proposed project and passing haul trucks will both generate ground-borne vibration noise. However, based on Caltrans data, the haul trucks would not be anticipated to exceed 0.10 in/sec peak particle velocity (ppv) at ten feet.

[72] USEPA, Protective Noise Levels. 1971.

[73] Ibid.

[74] RCNM input and output is included in this report as Appendix B. Mitigation measures that can be implemented to minimize demolition and construction noise impacts are presented in Section V of the Noise Study.

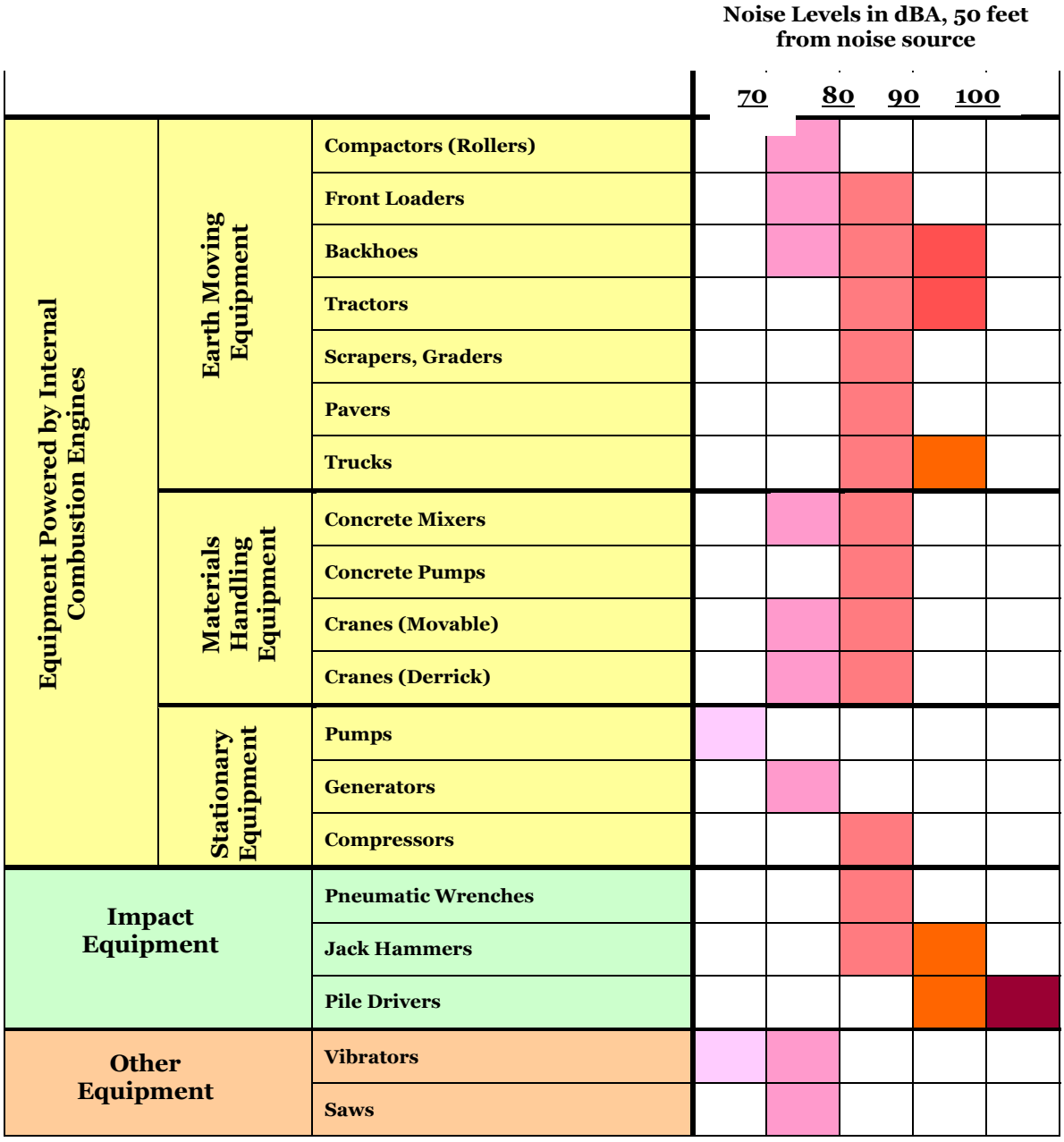


EXHIBIT 3-9
NOISE SENSITIVE RECEPTORS

Source: Blodgett Baylosis Environmental Planning

Predicted vibration levels at the nearest off-site structures, which are located in excess of 25 feet from the traveled roadway segments, would not be anticipated to exceed 0.2 inch/second ppv.[75] As a means to reduce the potential short-term construction noise impacts to levels that are less than significant, the following mitigation measures will be required:

- All construction activities must comply with Section 18.305.3 of the City of Pomona Municipal Code, which limits construction activities to the hours between 7:00 AM and 8:00 PM. In addition, construction noise shall not exceed 65 dBA as indicated in the code.

- Construction equipment staging and storage areas should be located as far from nearby residential uses as possible.

- All construction equipment should be properly maintained with operating mufflers and air intake silencers as effective as those installed by the original manufacturer.

The aforementioned mitigation, the limited duration of the construction activities, and the requirement that the construction activities adhere to the City's noise control requirements, the potential impacts will be less than significant.

3.12.E. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels? ● No Impact.

The project site is not located within two miles of an operational airport. The nearest airport is Brackett Airport in La Verne that is located approximately 4.6 miles to the northeast.[76] As a result, no noise exposure impacts from a public airport are anticipated.

3.12.F. Within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels? ● No Impact.

The project site is not located within two miles of an operational private airport. The proposed project will not involve the exposure of persons to aircraft noise from operations at any private airport in the area and no impacts are anticipated to occur.

3.12.3 SIGNIFICANT EFFECTS & MITIGATION

The analysis determined that the following mitigation measures would be required as a means to reduce potential construction noise impacts.

[75] RCNM input and output is included in this report as Appendix B. Mitigation measures that can be implemented to minimize demolition and construction noise impacts are presented in Section V of the Noise Study.

[76] Google Maps. 2013. Website accessed on December 7, 2013.

Mitigation Measure No. 9 (Noise Impacts). All construction activities must comply with Section 18.305.3 of the City of Pomona Municipal Code, which limits construction activities to the hours between 7:00 AM and 8:00 PM. In addition, construction noise shall not exceed 65 dBA as indicated in the code.

Mitigation Measure No. 10 (Noise Impacts). Construction equipment staging and storage areas should be located as far from nearby residential uses as possible.

Mitigation Measure No. 11 (Noise Impacts). All construction equipment should be properly maintained with operating mufflers and air intake silencers as effective as those installed by the original manufacturer.

3.13 POPULATION & HOUSING IMPACTS

3.13.1 THRESHOLDS OF SIGNIFICANCE

In accordance with the provisions of CEQA, a project may be deemed to have a significant impact on housing and population if it results in any of the following:

- A substantial growth in the population within an area, either directly or indirectly related to a project;
- The displacement of a substantial number of existing housing units, necessitating the construction of replacement housing elsewhere; or,
- The displacement of substantial numbers of people, necessitating the construction of replacement housing.

3.13.2 ENVIRONMENTAL ANALYSIS

3.13.A. Would the project induce substantial population growth in an area, either directly or indirectly?
● No Impact.

There are no dwelling units located on, or persons residing within, the existing boundaries of the project site. Furthermore, there are no homes that would be dislocated as part of the project's implementation. The project is anticipated to result in an additional 146 jobs assuming one job for every 1,000 square feet of floor area (144,805 square feet). The proposed project will not affect any regional population, housing, and employment projections prepared for the City by the SCAG.[77] The potential employment of approximately 76 persons is well within the projected employment growth of 16,336 jobs in 2010 to 16,694 in 2020, an increase of 358 jobs. More significantly, the City's unemployment rate as of January, 2015 was

[77] These projections are critical in the development of policies for the Growth Management Plan, the Regional Transportation Plan, and ultimately, the Air Quality Management Plan.

9.1 percent which translates into 6,200 local residents being unemployed and actively seeking work.[78] As a result, the additional jobs provided by the proposed project will be beneficial in reducing the area's unemployment rate. The infrastructure that will be required to serve the project site will continue to be limited to connections for water and the sewer. Thus, these improvements will not contribute to any growth inducing impacts that would lead to increased population growth or facilitate new housing production. Therefore, no impacts are anticipated to occur.

3.13.B. Would the project displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere? ● No Impact.

As indicated in the previous section (Section 3.13.A), there are no dwelling units located on, or persons residing within, the existing project site. Furthermore, no homes would be dislocated as part of the project's implementation. Since no housing units will be dislocated as part of the proposed project's implementation, no replacement housing will be needed and no impacts will occur.

3.13.C. Would the project displace substantial numbers of people, necessitating the construction of replacement housing elsewhere? ● No Impact.

As indicated in the previous sections (Sections 3.13.A and 3.13.B), there are no dwelling units located on, or persons residing within, the boundaries of the project site. Furthermore, there are no homes that would be dislocated as part of the proposed project's implementation. Since no housing units or persons will be dislocated as part of the proposed project's implementation, no impacts are anticipated.

3.13.3 SIGNIFICANT EFFECTS & MITIGATION

The environmental analysis in the preceding sections determined that the proposed project would not result in any impacts on population and housing. As a result, no mitigation is required.

3.14 PUBLIC SERVICES IMPACTS

3.14.1 THRESHOLDS OF SIGNIFICANCE

In accordance with the provisions of CEQA, a project may be deemed to have a significant adverse impact on public services if it results in any of the following:

- A substantial adverse physical impact associated with the provision of new or physically altered governmental facilities, the construction of which would cause significant environmental impacts in order to maintain acceptable service ratios, response times, or other performance objectives relative to *fire protection services*;

[78] State of California Employment Development Department. Local Labor Market Information. http://www. labormarketinfo.edd. ca.gov /CES/Labor_Force_ Unemployment_Data _for_Cities_and_Census_Areas.html. Website accessed on December 5, 2013.

- A substantial adverse physical impact associated with the provision of new or physically altered governmental facilities, the construction of which would cause significant environmental impacts in order to maintain acceptable service ratios, response times, or other performance objectives relative to *law enforcement services*;

- A substantial adverse physical impact associated with the provision of new or physically altered governmental facilities, the construction of which would cause significant environmental impacts in order to maintain acceptable service ratios, response times, or other performance objectives relative to *educational services*; or

- A substantial adverse physical impact associated with the provision of new or physically altered governmental facilities, the construction of which would cause significant environmental impacts in order to maintain acceptable service ratios, response times, or other performance objectives relative to *governmental services*.

3.14.2 ENVIRONMENTAL ANALYSIS

3.14.A. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, the construction of which would cause significant environmental impacts in order to maintain acceptable service ratios, response times, or other performance objectives for fire protection services*? ● Less than Significant Impact.*

The Los Angeles County Fire Department (LACoFD) serves the city of Pomona. The LACoFD operates nine divisions, 22 battalions, and 168 fire stations to serve 3,976,398 residents in 2,305 square miles. In 2011, LACoFD responded to over 297,000 incidents. LACoFD employs 4,834 personnel, including 2,052 fire fighters, fire fighter specialists, and fire fighter paramedics. Pomona is part of the LACoFD Division VIII. In addition to Pomona, Division VIII includes the neighboring cities of Diamond Bar, Walnut, Hacienda Heights, and Industry. There are 19 fire stations among the cities in Division VIII, eight of which are located in Pomona. If necessary, resources in adjacent jurisdictions provide additional support. Station 187 located at 3325 Temple Avenue is the first response station to the project site.

LACoFD uses national guidelines of a five-minute response time for the first-arriving unit for fire and EMS responses and eight minutes for the advanced life support unit in urban areas. The actual response time in 2011-12 for the first-arriving unit was four minutes and 49 seconds. The proposed General Plan Update sets fire protection goals and outlined policies that would address issues related to fire protection. The goals and policies that are applicable to the project are included below.

- *Policy 7G.G8* Minimize the risk to life and property from fire hazards in the City of Pomona.

- *Policy 7G.G0* Work with LACoFD to provide fire protection that is responsive to citizen's needs.

- *Policy 7G.P19* Require site design features, fire retardant building materials, and adequate access as conditions for approval of development or improvements to reduce the risk of fire within the City.

- *Policy 7G.P21* Consider future access and water supply infrastructure improvements, particularly in areas that are identified as High or Very High Fire Threat areas on Figure 7-G.3 [of the General Plan Update].

- *Policy 7G.P23* Follow and enforce the county Fire Department's weed abatement and brush clearance program.

The proposed project will not place additional demands on LACoFD services since the project is designed to replace an existing underutilized property with more modern structures. As a result, the potential project's impacts are less than significant.

3.14.B. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, the construction of which would cause significant environmental impacts in order to maintain acceptable service ratios, response times, or other performance objectives for law enforcement services*? ● Less than Significant Impact.*

The Pomona Police Department (PPD) provides local law enforcement services for Pomona. The PPD provides services in crime investigation, offender apprehension, community awareness programs, traffic control, and other services. The first-response facilities include the Main station at 490 W. Mission Boulevard, the Traffic Bureau at 100 W. Commercial, and the Aero Bureau at 1905 McKinley in the nearby city of La Verne. The PPD consists of 163 sworn personnel and 106 non-sworn personnel. The average emergency response time in 2012 was 3.96 minutes for life threatening calls. Response time for crime in progress (Priority 1) is 9.68 minutes.

- *Policy 7G.G3* Provide safe and secure environments for social interaction.

- *Policy 7G.P7* Consider public safety in the design of new development and public spaces.

- *Policy 7G.P8* Regularly review and update City crime prevention programs.

- *Policy 7G.P9* Engage in crime prevention planning to identify the City's crime prevention needs.

- *Policy 7G.P12* Work closely with Police Department representatives on facility improvement and expansion projects, paying close attention to siting and accessibility requirements.

- *Policy 7G.P18* Promote the integration of Crime Prevention Through Environmental Design (CPTED) principles of new development and public spaces.

The proposed project will not involve any activities or facilities that would place any significant demands on law enforcement services related to vandalism since the facility will be occupied on a 24-hour basis

and on-site security will be provided at all times. In addition, the employee parking area, loading docks, and truck parking and maneuvering areas will be secured from public access by security gates. As a result, the potential project's impacts are less than significant.

3.14.C. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, the construction of which would cause significant environmental impacts in order to maintain acceptable service ratios, response times, or other performance objectives for educational services*? ● No Impact.*

The City of Pomona is served primarily by the Pomona Unified School District (PUSD). PUSD headquarters are located at 800 S. Garey Avenue in Pomona. A small portion of the northern part of the city is served by the Claremont Unified School District (CUSD). Two PUSD schools are located in Diamond Bar and, thus, serve a portion of that city's population. There are currently 21 elementary schools (grades K–6), six K-8 schools, six middle schools (grades 6/7–8/10), five high schools (grades 9–12), one continuation school (grades 9-12), three all-ages alternative schools, and one adult school within PUSD. In addition, the School of Arts and Enterprise, a State Board of Education authorized Public Charter High School serving grades 9-12 is located at 295 N. Garey Avenue. This school has an enrollment of 415 students.

In 1986, AB 2926 was enacted by the State of California and added to the California Government Code (Section 65995) to authorize school districts to collect development fees. AB 2926, entitled the School Facilities Act of 1986, was then expanded and revised in 1987 through the passage of AB 1600, which added Section 66000 et seq. of the Government Code. Under this statute, payment of statutory fees by developers would serve as total CEQA mitigation to satisfy the impact of development on school facilities. However, further subsequent legislative actions have alternatively expanded and contracted the limits placed on school fees by AB 2926. The proposed project will be required to pay any pertinent development fees to the local school district. As a result, no impacts on educational facilities are anticipated.

3.14.D. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, the construction of which would cause significant environmental impacts in order to maintain acceptable service ratios, response times, or other performance objectives for other governmental services*? ● No Impact.*

No new governmental services will be needed, and the proposed project is not expected to have any impact on existing governmental services.

3.14.3 SIGNIFICANT EFFECTS & MITIGATION

The analysis determined that the proposed project would not require mitigation related to public services.

3.15 RECREATION IMPACTS

3.15.1 THRESHOLDS OF SIGNIFICANCE

In accordance with the provisions of CEQA, a project may be deemed to have a significant adverse impact on the environment if it results in any of the following:

- 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; or,

- The construction or expansion of recreational facilities, which might have an adverse physical effect on the environment.

3.15.2 ENVIRONMENTAL ANALYSIS

3.15.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? ● No Impact.

The City of Pomona owns and operates 211 acres of developed park land. In addition to public parks, there are several private recreation facilities and county parks that also serve the City. The nearest park to the project site is Kellogg Park. This park is located approximately 1.2 miles to the northeast of the project site. No other parks or recreational facilities are located in the vicinity of the project site. The proposed project will not result in a direct demand for park facilities.[79] As a result, no changes in the demand for local parks and recreation facilities are anticipated, and no impacts will occur.

3.15.B. Would the project affect existing recreational facilities or require the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment? ● No Impact.

The proposed project will not significantly affect existing park facilities in the City. The proposed use is not located immediately adjacent to any existing park. As a result, no impacts are anticipated.

3.15.3 SIGNIFICANT EFFECTS & MITIGATION

The environmental analysis in the preceding section determined that the proposed project would not result in any significant unavoidable adverse impacts on recreational facilities and services. As a result, no mitigation is required.

[79] It is new residential development that typically results in an increased demand for park facilities.

3.16 TRANSPORTATION & CIRCULATION IMPACTS

3.16.1 THRESHOLDS OF SIGNIFICANCE

In accordance with the provisions of CEQA, a project will normally have a significant adverse impact on traffic and circulation if it results in any of the following:

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

- A conflict with an applicable congestions management program, including but not limited to, level of service standards and travel demand measures, or other standards established by the County Congestion Management Agency for designated roads or highways;

- Results in a change in air traffic patterns, including either an increase in traffic levels or a change in the location that results in substantial safety risks;

- Substantially increases hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment);

- Results in Inadequate emergency access; or,

- A conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities.

Roadway operations and the relationship between capacity and traffic volumes are generally expressed in terms of levels of service (LOS). Levels of service are defined as LOS A through F. These levels recognize that, while an absolute limit exists as to the amount of traffic traveling through a given intersection (the absolute capacity); the conditions that motorists experience deteriorate rapidly as traffic approaches the absolute capacity. Under such conditions, congestion as well as delay is experienced. There is generally instability in the traffic flow, which means that relatively small incidents (e.g., momentary engine stall) can cause considerable fluctuations in speeds and delays. This near-capacity situation is labeled LOS E. Beyond LOS E, capacity is exceeded, and arriving traffic will exceed the ability of the intersection to accommodate it. An upstream queue will form and continue to expand in length until the demand volume reduces.[80] A complete description of the meaning of level of service can be found in the Highway Research Board's Special Report 209 titled Highway Capacity Manual. The manual establishes the definitions for levels of service A through F. LOS D is the minimum threshold at all key intersections in the urbanized areas. Brief descriptions of the six levels of service, as extracted from the manual, are listed in Table 3-9.

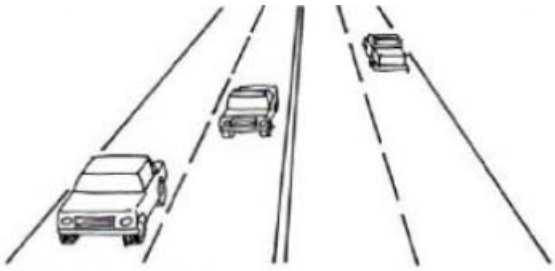
[80] Crown City Engineers, Inc. *Walnut Business Park: Traffic Impact Analysis (TIA) Report.* May 4, 2017.

Table 3-9
Level of Service Definitions

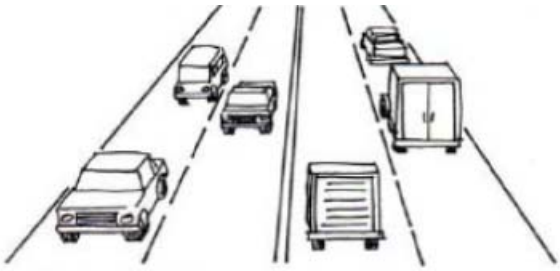
LOS	Description
A	No approach phase is fully utilized by traffic and no vehicle waits longer than one red indication. Typically, the approach appears quite open, turns are made easily, and nearly all drivers find freedom of operation.
B	This service level represents stable operation, where an occasional approach phase is fully utilized and a substantial number are approaching full use. Many drivers begin to feel restricted within platoons of vehicles.
C	This level still represents stable operating conditions. Occasionally, drivers have to wait through more than one red signal indication and backups may develop behind turning vehicles. Most drivers feel somewhat restricted.
D	This level encompasses a zone of increasing restriction approaching instability at the intersection. Delays to approaching vehicles may be substantial during short peaks within the peak period; however, enough cycles with lower demand occur to permit periodic clearance of developing queues, thus preventing excessive backups.
E	Capacity occurs at the upper end of this service level. It represents the most vehicles that any particular intersection can accommodate. Full utilization of every signal cycle is seldom attained no matter how great the demand.
F	This level describes forced flow operations at low speeds, where volumes exceed capacity. These conditions usually result from queues of vehicles backing up from restriction downstream. Speeds are reduced substantially and stoppages may occur for short or long periods of time due to congestion. In the extreme case, both speed and volume can drop to zero.

The LOS definitions discussed in the above table are illustrated in Exhibit 3-10. The traffic study guidelines require that traffic mitigation measures be identified to provide for operations at the minimum threshold levels. For the study area intersections, the SYNCHRO computer software has been utilized to perform intersection levels of service (LOS) analysis. For the study area intersections, the 2010 Highway Capacity Manual (HCM) operational delay method of level of service (LOS) analysis for signalized intersections was used. Levels of service are presented for the entire intersection, consistent with the local and regional agency policies. While the level of service concept and analysis methodology provides an indication of the performance of the entire intersection, the single letter grade A through F cannot describe specific operational deficiencies at intersections. Progression, queue formation, and left-turn storage are examples of the operational issues that affect the performance of an intersection, but do not factor into the strict calculation of level of service. However, the SYNCHRO software does provide an output that quantifies operational features at intersections, such as vehicle clearance, queue formation, and left-turn storage requirements. In addition, it provides a volume to capacity (V/C) ratio that is more meaningful when identifying a project's impact and developing mitigation measures. Therefore, this V/C ratio information is also included in addition to delay information in describing an intersection's operational performance under various scenarios.[81] The thresholds of level of service for signalized and unsignalized intersections are shown in Table 3-10.

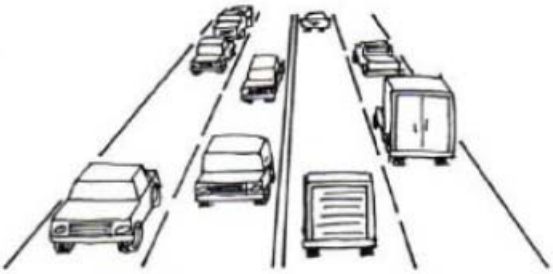
[81] Crown City Engineers, Inc. *Walnut Business Park: Traffic Impact Analysis (TIA) Report*. May 4, 2017.



Level of Service A
Free flow in which there is little or no restriction on speed or maneuverability.

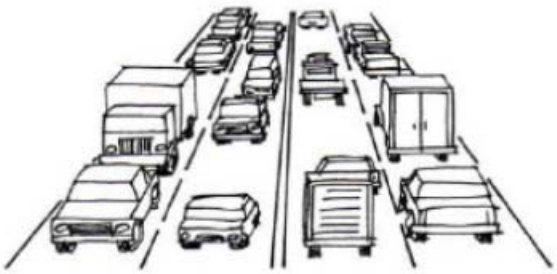


Level of Service B
Stable flow though operating speed is beginning to be restricted by other traffic.



Level of Service C
Stable flow though drivers are becoming restricted in their freedom to select speed, change lanes or pass.

Level of Service D
Tolerable average operating speeds are maintained but are subject to considerable sudden variation.



Level of Service E
Speeds and flow rates fluctuate and there is little independence on speed selection or ability to maneuver.

Level of Service F
Speeds and flow rates are below those attained in Level E and may, for short periods, drop to zero.

EXHIBIT 3-10
LEVEL OF SERVICE DEFINITIONS
Source: Blodgett Baylosis Environmental Planning

Table 3-10
Level of Service Criteria

Level of Service	Signalized Intersection Volume to Capacity (V/C) Ratio	Unsignalized Intersection Control Delay (sec/veh)
A	≤ 0.60	≤ 10
B	> 0.60 – 0.70	> 10 – 15
C	> 0.70 – 0.80	> 15 – 25
D	> 0.80 – 0.90	> 25 – 35
E	> 0.90 – 1.00	> 35 – 50
F	> 1.00	> 50

3.16.2 ENVIRONMENTAL ANALYSIS

3.16.A Would the project conflict with an applicable plan, ordinance, or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to, intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit? ● Less Than Significant Impact.

In order to assess future operating conditions both with and without the proposed project, existing traffic conditions within the study area were evaluated. Major east-west regional access to the site is provided by Grand Avenue and Temple Avenue. Major north-south regional access is provided by Valley Boulevard. The following paragraphs provide a brief description of the existing roadways which comprise the circulation network of the study area:

- *Valley Boulevard* is a north-south major arterial street in the vicinity of the project, with two travel lanes in each direction. Directional travel is separated by raised median islands along the center. The street is approximately 84 feet wide and posted with a speed limit of 45 miles per hour. Most of the key intersections along Valley Boulevard, including the intersection at Valley Boulevard and Grand Avenue, Valley Boulevard and Shopping Center Driveway, Valley Boulevard and Pomona Boulevard, and Valley Boulevard and Temple Avenue, are signalized. Exclusive left-turn lanes are provided at major intersections. On-street parking is permitted along the sides of the street. Estimated average daily volume on Valley Boulevard in the vicinity is approximately 28,090 vehicles per day (based on a 24-hour daily traffic counts conducted in the month of March, 2015 on Valley Boulevard south of Pomona Boulevard).[82]

- *Grand Avenue* is a major east-west arterial street with three travel lanes in each direction. Directional travel is separated by raised median islands along the center. The street is approximately 100 feet wide and posted with a speed limit of 50 miles per hour. Most of the key intersections along Grand Avenue are signalized. Parking is permitted along the sides of the street.

[82] Crown City Engineers, Inc. *Walnut Business Park: Traffic Impact Analysis (TIA) Report.* May 4, 2017.

The average daily volume on Grand Avenue is approximately 40,360 vehicles per day (based on a 24-hour daily traffic counts conducted in the month of March, 2015 on Grand Avenue east of Valley Boulevard).[83]

- *Temple Avenue* is a major east-west arterial street with three travel lanes in each direction. Directional travel is separated by raised median islands along the center. The street is approximately 84 feet wide and posted with a speed limit of 45 miles per hour. Most intersections of Temple Avenue are signalized. Parking is permitted along the sides of the street. The average daily traffic volume on Temple Avenue is approximately 29,900 vehicles per day west of Valley Boulevard and 33,800 vehicles per day east of Pomona Boulevard, per City records for 2013 Average Daily Traffic (ADT) Volumes.

- *Pomona Boulevard* is a north-south collector street in the project area, with two travel lanes in each direction. Directional travel is separated by a yellow center line. The street is approximately 60 feet wide and posted with a speed limit of 35 miles per hour. Most intersections of Pomona Boulevard are signalized. Parking is permitted along the sides of the street. The average daily volume on Pomona Boulevard is approximately 7,100 vehicles per day north of Temple Avenue and 9,400 vehicles per day south of Temple Avenue per City records for 2013 Average Daily Traffic (ADT) Volumes.[84]

For the purpose of evaluating existing operating conditions as well as future operating conditions with and without the proposed project, the study area was carefully selected in accordance with local traffic study guidelines. Manual turning movement counts for the selected intersections were collected in the field for the morning and evening peak periods during the month of March, 2015. The intersections were counted during the peak hours of 7:00 to 9:00 AM and 4:00 to 6:00 PM. It was determined that the following key intersections would be analyzed in the study:

- Valley Boulevard and Grand Avenue
- Valley Boulevard and Shopping Center Driveway
- Valley Boulevard and Pomona Boulevard
- Valley Boulevard and Temple Avenue
- Temple Avenue and Pomona Boulevard

In addition, 24-hour average daily volume counts were conducted on Valley Boulevard south of Pomona Boulevard, and also on Grand Avenue east of Valley Boulevard. Existing lane configurations at the key intersections are shown in Exhibit 3-11. Existing turning movement counts for AM and PM peak hour conditions are shown in Exhibit 3-12. Detailed turning movement counts are included in the Technical Appendix of the Traffic Study.

[83] Crown City Engineers, Inc. *Walnut Business Park: Traffic Impact Analysis (TIA) Report*. May 4, 2017.

[84] Ibid.

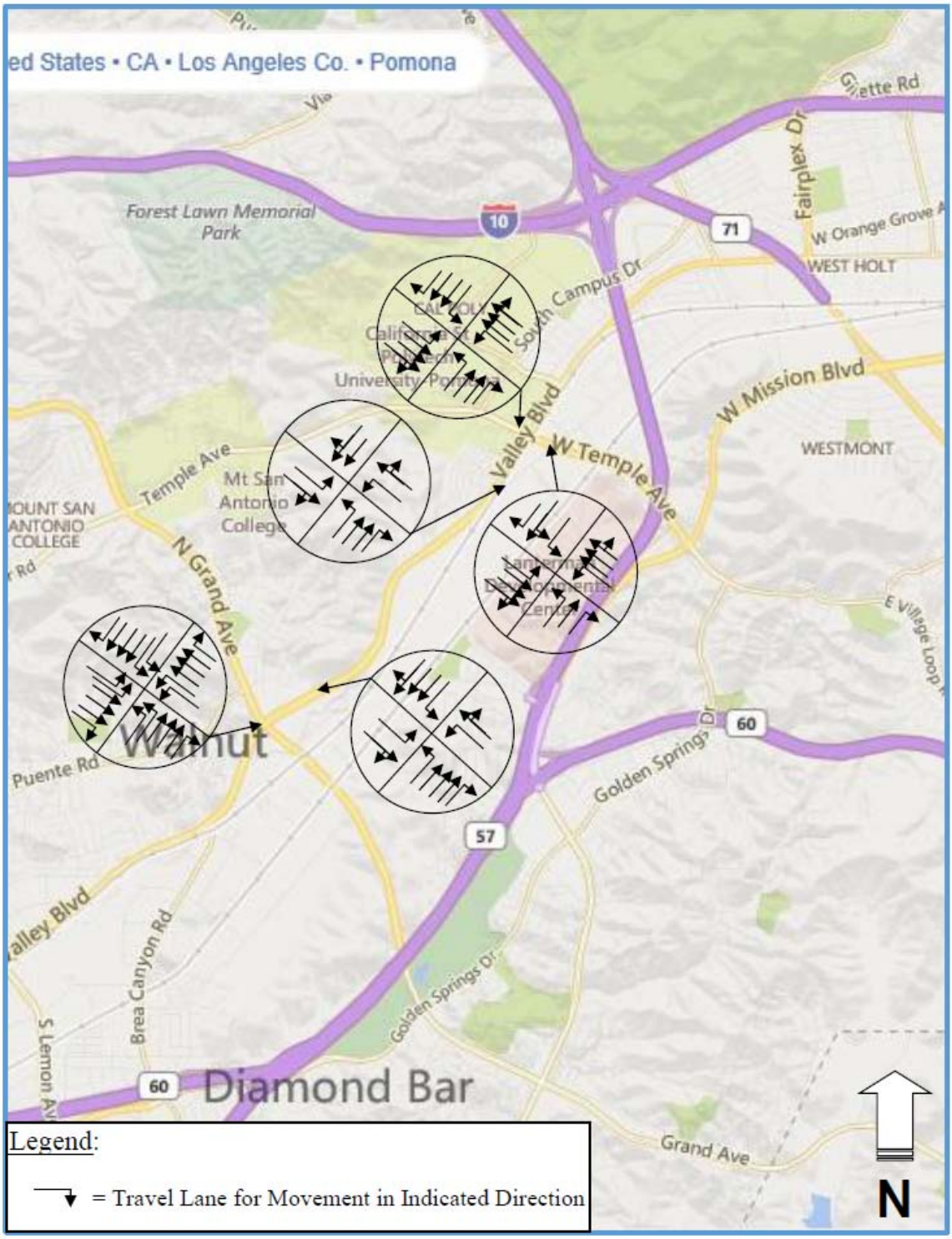


EXHIBIT 3-11
EXISTING LANE CONFIGURATIONS
Source: Crown City Engineers, Inc.

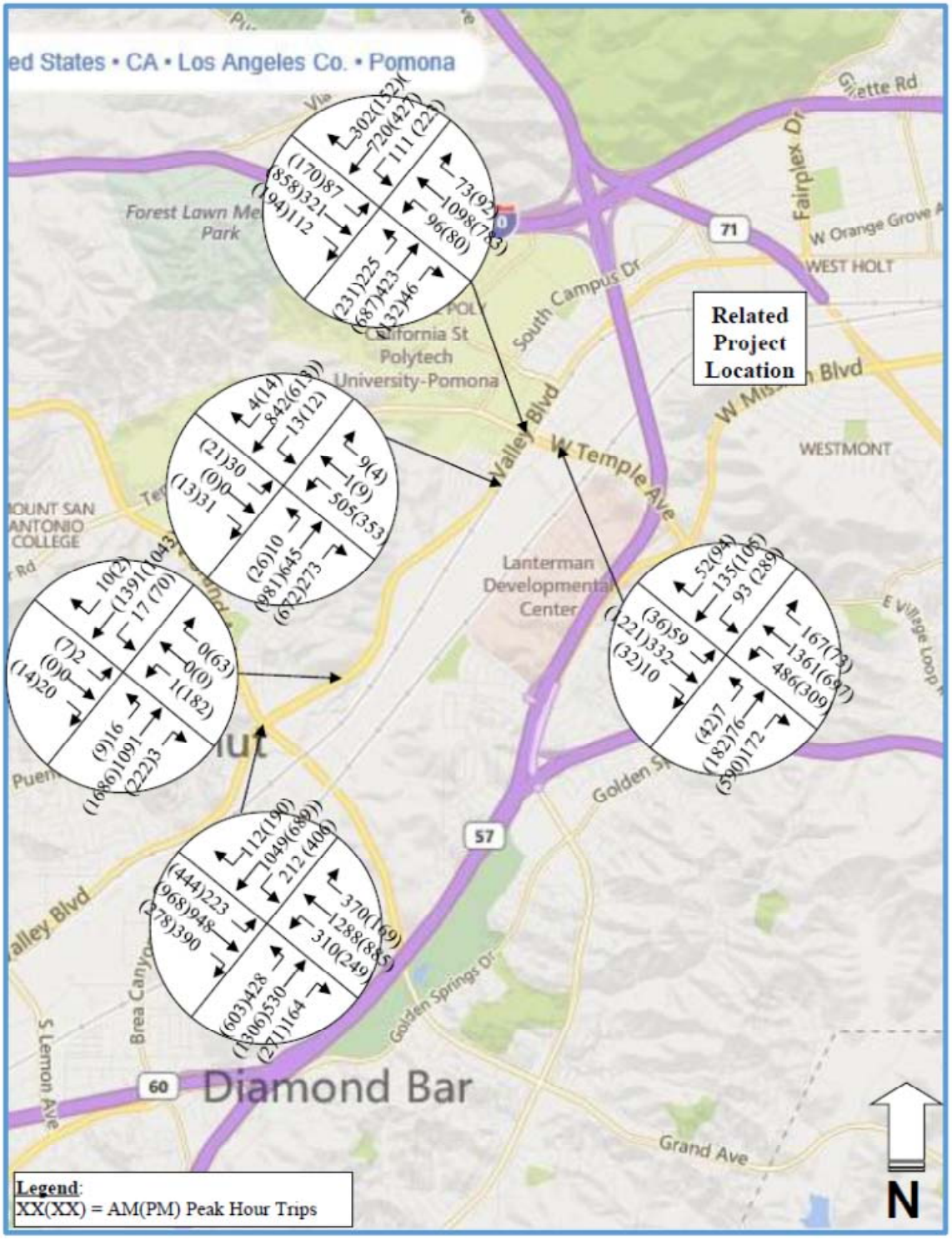


EXHIBIT 3-12
EXISTING TURNING MOVEMENTS
Source: Crown City Engineers, Inc.

Year 2015 existing traffic conditions were evaluated using the 2010 Highway Capacity Manual (HCM) operational delay method of level of service (LOS) analysis for signalized intersections. Table 3-11 presents existing condition intersection level of service (LOS) analysis summary. Detailed calculations relating to the study intersections, performed with Synchro traffic analysis software, are included in the Technical Appendix of this report. Based on the results of this analysis, all of the study intersections are operating at an acceptable LOS C or better during the AM and PM peak hours as shown in Table 3-11.

Table 3-11
Existing (2015) Level of Service Summary

Intersection	Peak Hour	Existing 2015 Conditions	
		LOS	Delay in Sec
1. Valley Blvd. & Grand Ave.	AM PM	C C	25.7 34.6
2. Valley Blvd. & Shopping Center Driveway	AM PM	A A	1.1 3.2
3. Valley Blvd. & Pomona Blvd.	AM PM	B A	14.5 8.8
4. Valley Blvd. & Temple Ave.	AM PM	B B	13.1 15.3
5. Temple Ave. & Pomona Blvd.	AM PM	C B	26.7 18.2

Source: Crown City Engineers, Inc.

A 2.0 percent per year annual traffic growth rate was applied to existing traffic volumes to create a 2017 base condition (i.e., a factor of 1.04 was applied to 2015 volumes to obtain 2017 base traffic volumes due). This annual traffic growth rate accounts for the population growth within the study area. There is one related projects in the vicinity of the project. This related project is called "2001 West Mission Warehouse Development Project," and it is generally located west of State Route 71 (SR-71) at the northeast corner of Humane Way and West Mission Boulevard. The project consists of six warehouse buildings totaling 432,943 square feet.[85]

Trip generation for this related project was developed using rates for Land Use 150 – "Warehouse" from the Institute of Transportation Engineers (ITE) Trip Generation, 9th Edition. The project's estimated truck trips were converted into passenger car equivalent for intersection capacity analysis. The project is expected to generate 174 PCE trips in the a.m. peak hour, 187 PCE trips in the p.m. peak hour, and 2,021 total daily PCE trips.[86] Trip distribution from this related project is shown in Exhibit 3-13. These traffic volumes were added to 2017 projected volumes with ambient growth at the study intersections to develop a pre-project traffic condition. Exhibit 3-14 shows the pre-project traffic volumes (including related project) at the study intersections for the AM and PM peak hours.

[85] Crown City Engineers, Inc. *Walnut Business Park: Traffic Impact Analysis (TIA) Report*. May 4, 2017.

[86] 2001 West Mission Warehouse Project Traffic Impact Analysis, June 2015.

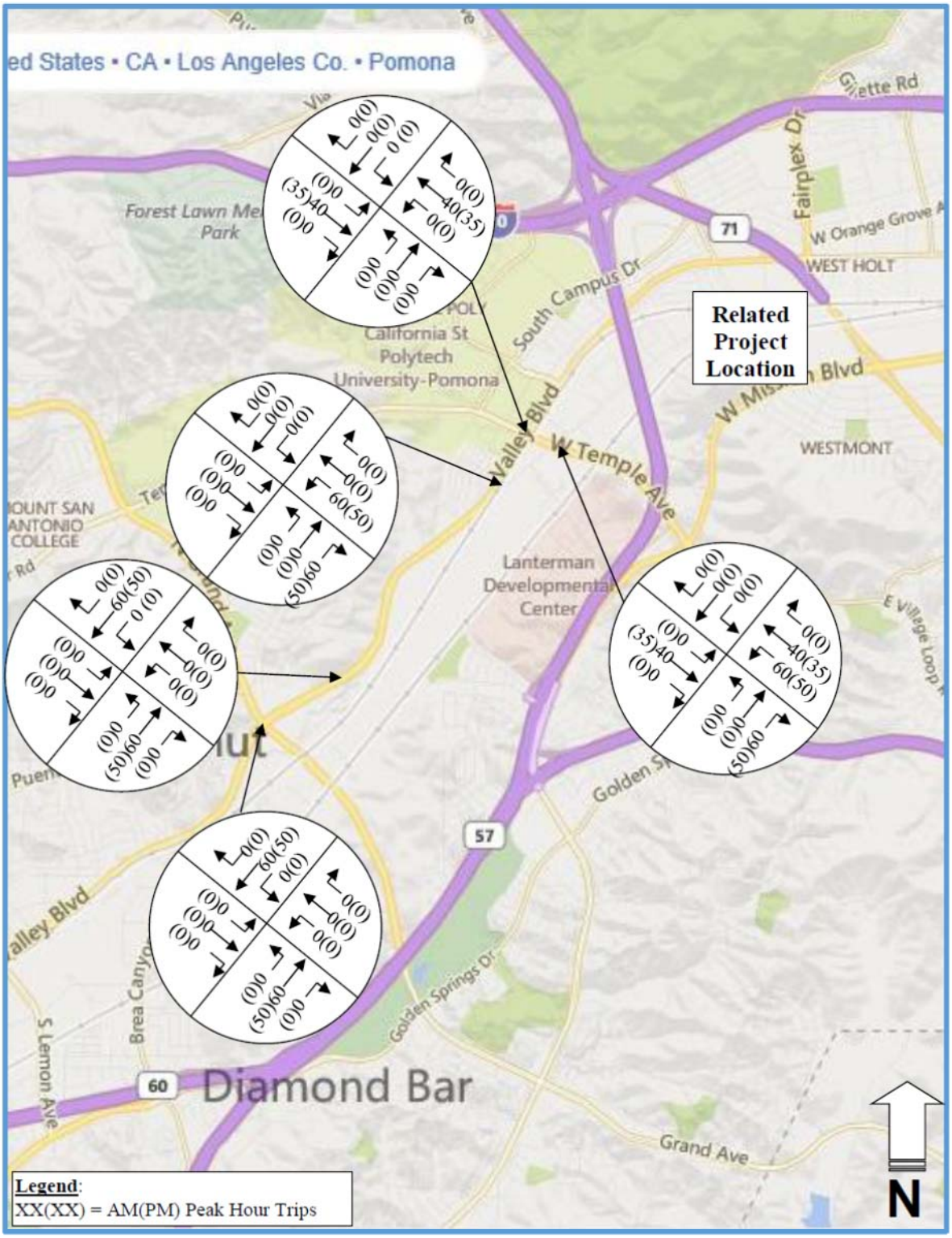


EXHIBIT 3-13
RELATED PROJECT TRIP ASSIGNMENT
Source: Crown City Engineers, Inc.

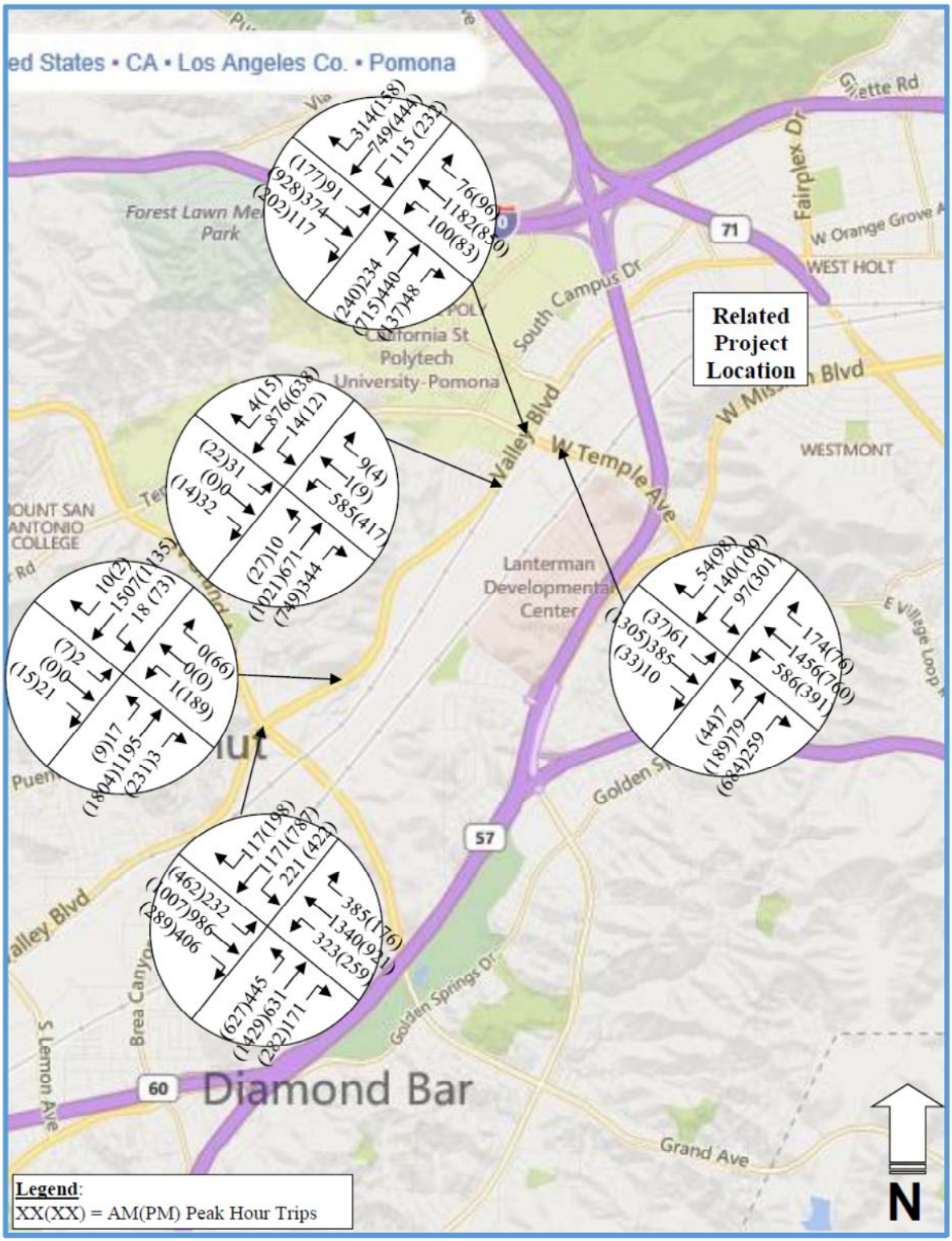


EXHIBIT 3-14
FUTURE 2017 PRE-PROJECT TRAFFIC VOLUMES

Source: Crown City Engineers, Inc.

This pre-project traffic condition was evaluated using the 2010 Highway Capacity Manual (HCM) operational delay method of level of service (LOS) analysis for signalized intersections. The LOS and V/C ratios for the study intersections under 2017 pre-project conditions (without project) are shown in Table 3-12. As the results indicate, all the study intersections will continue to operate at a Level of Service (LOS) D or better (i.e., within the range of acceptable thresholds of LOS A through D) during the AM and PM peak hours.

Table 3-12
Pre-Project (2017) Conditions Level of Service Summary

Intersection	Peak Hour	Future 2017 Conditions without Project	
		LOS	Delay in Sec
1. Valley Blvd. & Grand Ave.	AM PM	C D	29.4 49.9
2. Valley Blvd. & Shopping Center Driveway	AM PM	A A	1.2 8.3
3. Valley Blvd. & Pomona Blvd.	AM PM	B B	18.1 10.5
4. Valley Blvd. & Temple Ave.	AM PM	B B	14.8 18.6
5. Temple Ave. & Pomona Blvd.	AM PM	C C	32.7 27.7

Source: Crown City Engineers, Inc.

Access to the proposed project will be provided by three new driveways located on the east side of Valley Boulevard. Vehicular access (personal vehicles and trucks) will be provided by three, 30-foot driveway connections with the south side of Valley Boulevard. The driveways will accommodate two lanes: one lane for ingress and one lane for egress. The internal drive aisles will connect the three driveways with the drive aisle that will extend into the development and along the site's easterly side. In order to accurately assess future traffic conditions with the proposed project, trip generation estimates were developed for the project. Trip generation rates for the project are based on the nationally recognized recommendations contained in "Trip Generation" manual, 9th edition, published by the Institute of Transportation Engineers (ITE). ITE also provides information on percentage of truck traffic associated with this type of land use. Approximately 20% of all vehicular trips generated by a warehouse are assumed to be truck trips. A truck trip is generally equivalent to 2 passenger car trips on an average. Therefore, a 2.0 factor was applied to the number of truck trips to estimate passenger car equivalent (PCE) trips generated by the trucks. Table 3-13 shows a summary of trip generation estimates for the project. It is estimated that the project will generate approximately 624 net PCE trips per average day (312 inbound and 312 outbound). The average weekday net new peak hour PCE trips will be approximately 53 trips during the AM peak hour (42 inbound and 11 outbound), and 56 trips during the PM peak hour (20 inbound and 36 outbound).[87]

[87] Crown City Engineers, Inc. *Walnut Business Park: Traffic Impact Analysis (TIA) Report*. May 4, 2017.

Table 3-13
Projected Traffic Generation

ITE Code	Size	Trip Generation Rate							Average Traffic Volume						
		Daily Total	AM Peak Hour			PM Peak Hour			Daily Total	AM Peak Hour			PM Peak Hour		
			%in	%out	total	%in	%out	total		#total	#in	#out	#total	#in	#out
150	144,805	3.56	79	21	100	25	75	100	520	44	35	9	47	17	30
Truck Trip Generation (20% of total vehicular trips)									104	9	7	2	9	3	6
Passenger Car Equivalent – Trucks in PCE (1 truck = 2 passenger cars)									208	18	14	4	18	6	12
Passenger Car Equivalent – Non Trucks (Passenger car equivalent) Trips									416	35	28	7	38	14	24
Passenger Car Equivalent – Net New Trips in PCE									624	53	42	11	56	20	36

Source: Institute of Transportation Engineers (ITE)'s "Trip Generation" Handbook, 9th Edition, 2012

Arrival and departure distribution patterns for project-generated traffic were estimated based upon a review of circulation patterns within the study area network and regional traffic generation and attraction characteristics. Exhibit 3-15 depicts the regional trip distribution percentages to and from the site. Exhibit 3-16 depicts project traffic volumes at key circulation locations during the AM and PM peak hours. Exhibit 3-17 shows project traffic at the driveways. The 2017 cumulative post-project traffic volumes were estimated by adding project related traffic volumes to the 2017 pre-project traffic volumes with 2.0% per year ambient growth and related project traffic. Exhibit 3-18 shows Year 2017 post-project cumulative volumes for AM and PM peak hours. Year 2017 post-project cumulative (i.e., existing plus ambient traffic plus related project plus project traffic) conditions were evaluated using the 2010 Highway Capacity Manual (HCM) operational delay method of level of service (LOS) analysis for signalized intersections. The LOS and V/C ratios for the study intersections under 2017 post-project cumulative conditions (with project) are summarized in Table 3-14. Detailed calculations relating to the study intersections, performed with Synchro traffic analysis software, are included in the Technical Appendix of this report. The results indicate that, all the study intersections will continue to operate at a Level of Service (LOS) D or better (i.e., within the range of acceptable thresholds of LOS A through D) during the AM and PM peak hours under existing plus project traffic conditions.

Table 3-14
Future (2017) Level of Service Summary with Project

Intersection	Peak Hour	Future 2017 Conditions with Project	
		LOS	Delay in Sec
1. Valley Blvd. & Grand Ave.	AM PM	C D	29.5 50.4
2. Valley Blvd. & Shopping Center Driveway	AM PM	A A	1.2 8.3
3. Valley Blvd. & Pomona Blvd.	AM PM	B B	19.3 10.8
4. Valley Blvd. & Temple Ave.	AM PM	B B	14.9 19.6
5. Temple Ave. & Pomona Blvd.	AM PM	D C	35.5 30.5

Source: Crown City Engineers, Inc

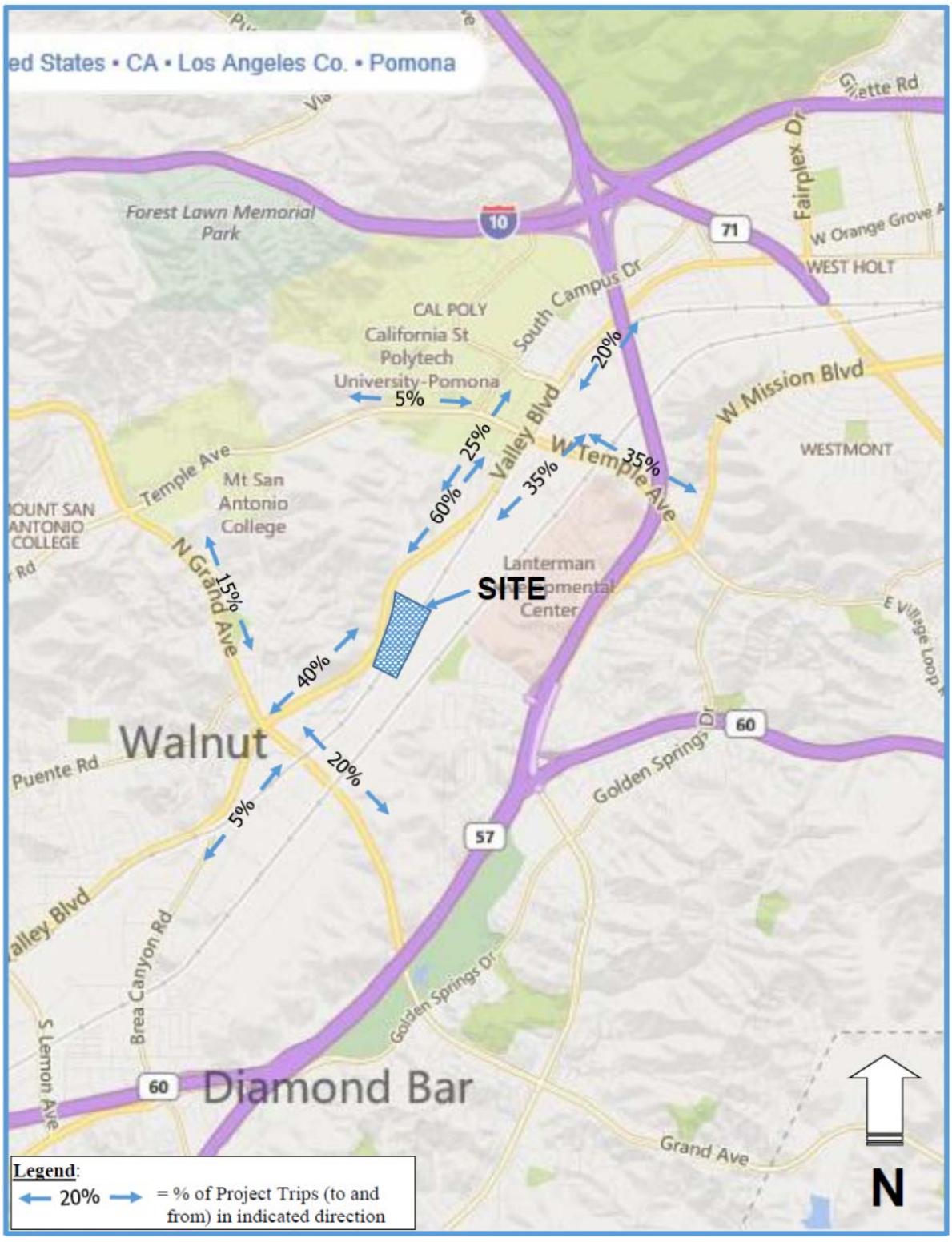


EXHIBIT 3-15
PROPOSED PROJECT'S TRIP ASSIGNMENT

Source: Crown City Engineers, Inc.

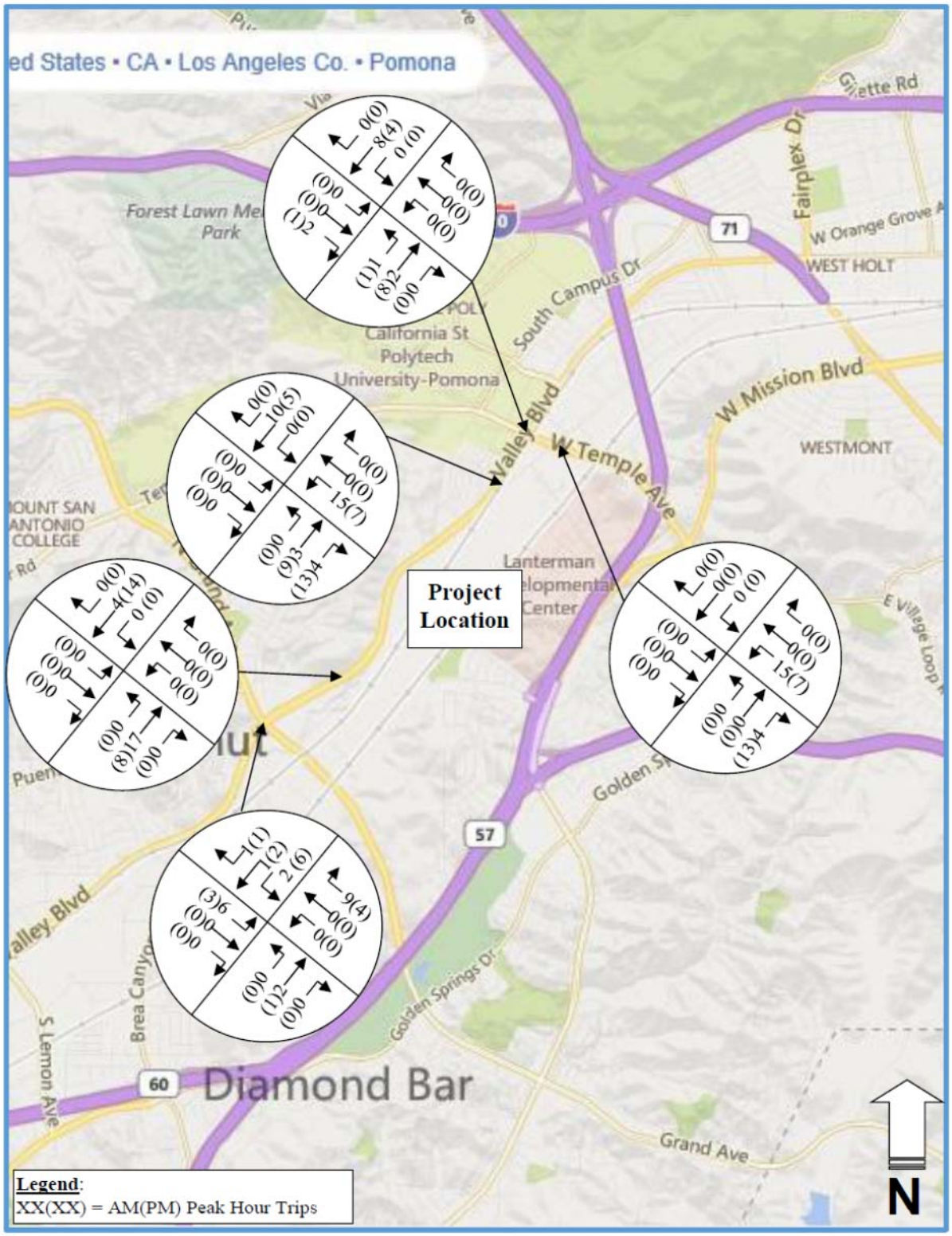


EXHIBIT 3-16
PROPOSED PROJECT'S TRAFFIC VOLUMES
Source: Crown City Engineers, Inc.

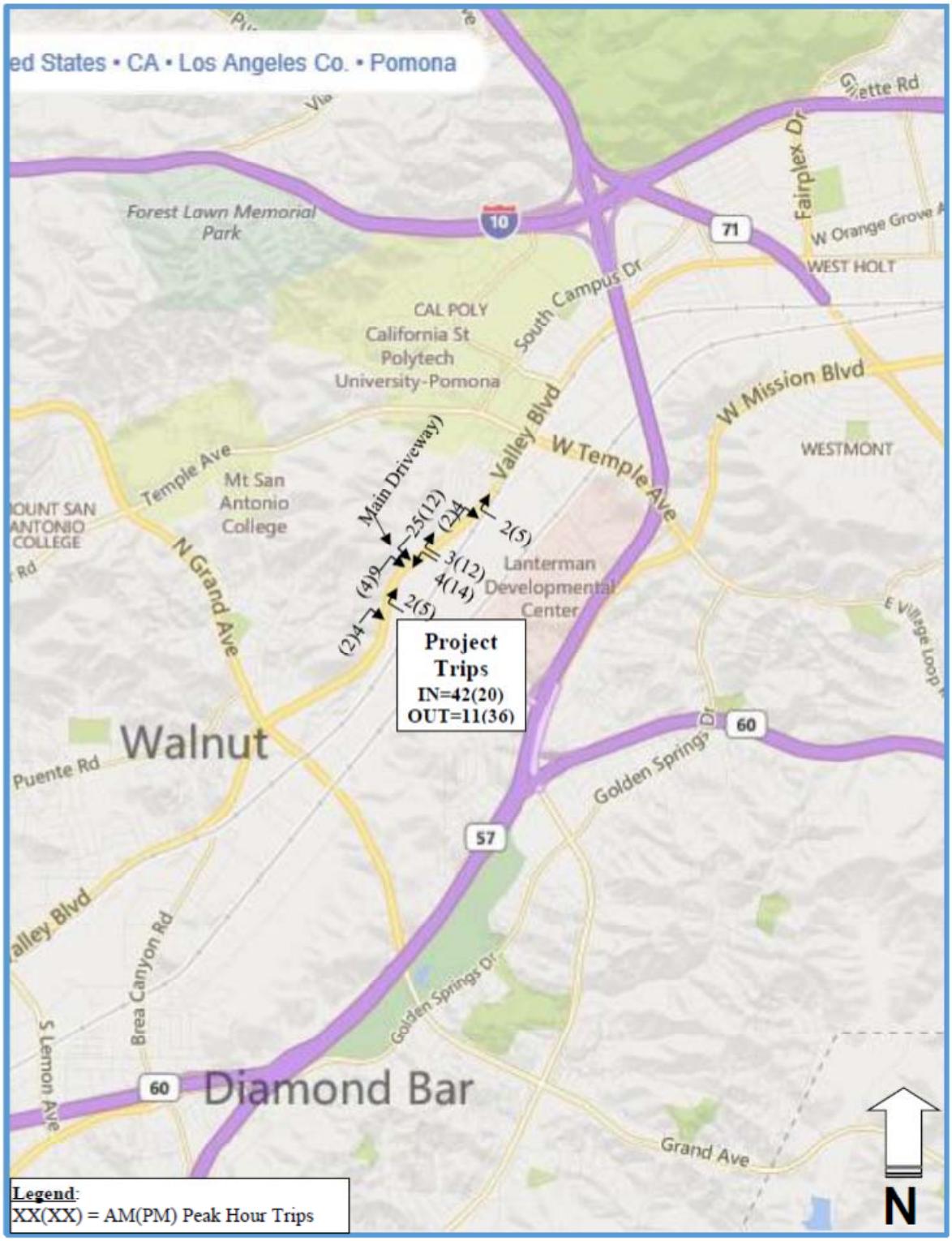


EXHIBIT 3-17
PROPOSED PROJECT'S DRIVEWAY VOLUMES

Source: Crown City Engineers, Inc.

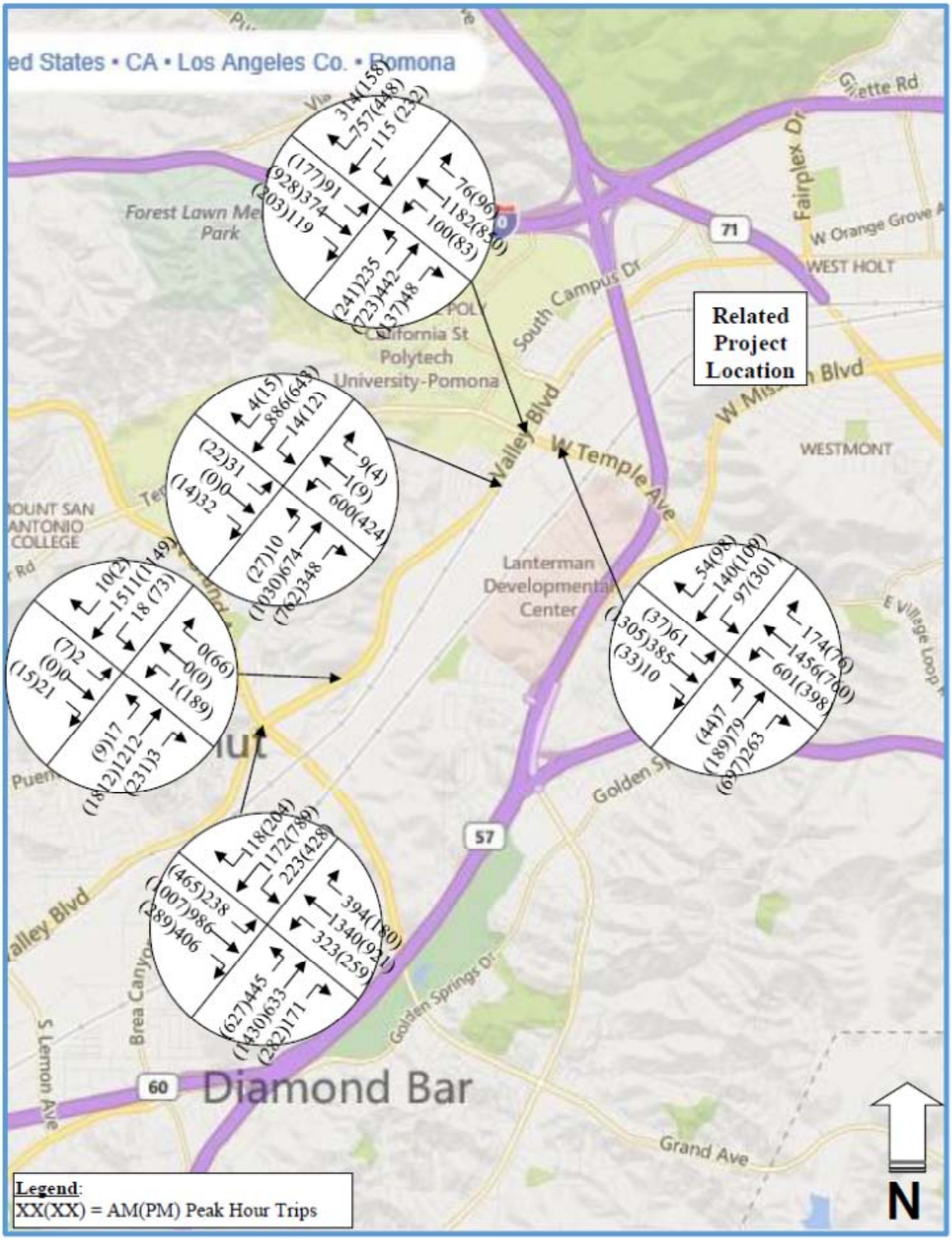


EXHIBIT 3-18
FUTURE (2017) POST PROJECT CUMULATIVE TRAFFIC VOLUMES

Source: Crown City Engineers, Inc.

As indicated in the previous section, all of the study intersections would operate at an acceptable level of service (i.e., within the range of acceptable thresholds of LOS A through LOS D) during the AM or the PM peak hours with 2017 post-project cumulative traffic volumes with project. The project's off-site traffic impact would not be considered significant at any of these intersections based on operational delay and level of service expected after the project. A project's traffic impact is determined to be significant if the project generated traffic volume causes the intersection to deteriorate to LOS E and F.

The results of future traffic (with and without Project) scenarios' LOS analysis have been summarized in Table 3-15 to compare Project's traffic impact at key intersections. As shown in Table 3-15, the project traffic would not cause any of the study intersections to deteriorate to LOS E or F, and, therefore, would not exceed the significance thresholds of project-related impacts. Since the project's traffic impacts would not be significant at any of the off-site intersections, no off-site intersection mitigation measures would be necessary for the development of this project.[88]

Table 3-15
Future (2017) Level of Service Summary with and without Project

Intersection	Peak Hour	Future 2017				Increase in Delay by Project in Sec
		Without Project		With Project		
		LOS	Delay in Sec	LOS	Delay in Sec	
1. Valley Blvd. & Grand Ave.	AM PM	C D	29.4 49.9	C D	29.5 50.4	0.1 0.5
2. Valley Blvd. & Shopping Center Driveway	AM PM	A A	1.2 8.3	A A	1.2 8.3	0.0 0.0
3. Valley Blvd. & Pomona Blvd.	AM PM	B B	18.1 10.5	B B	19.3 10.8	1.2 0.3
4. Valley Blvd. & Temple Ave.	AM PM	B B	14.8 18.6	B B	14.9 19.6	0.1 1.0
5. Temple Ave. & Pomona Blvd.	AM PM	C C	32.7 27.7	D C	35.5 30.5	2.8 2.8

Source: Crown City Engineers, Inc.

Based on the results of the traffic impact analysis, the proposed Walnut Business Park Warehouse project would not significantly impact any of the key intersections analyzed in the surrounding roadway system. All the study intersections would continue to operate at an acceptable level of service (i.e., at LOS A through D) during the AM and PM peak hours. The addition of project traffic will not increase the traffic volume at these intersections beyond the significance thresholds of project related impacts as defined in the City's Traffic Study Guidelines. Therefore, no off-site intersection mitigation measures, except at the site access driveways on Valley Boulevard, would be necessary for the development of this project. However, a median turn-lane on Valley Boulevard should be provided at the main project driveway for safe left-turn access from the north, as well as adequate sight distances will need to be maintained at all three driveways. In addition, a traffic signal should be considered for Valley Boulevard at the middle (main) driveway due to slow truck movements in and out of the project site. Therefore, no off-site mitigation

[88] Crown City Engineers, Inc. *Walnut Business Park: Traffic Impact Analysis (TIA) Report.* May 4, 2017.

measures would be necessary for the development of this project and the impacts are considered to be less than significant.

3.16.B. Would the project conflict with an applicable congestions management program, including but not limited to, level of service standards and travel demand measures, or other standards established by the County Congestion Management Agency for designated roads or highways? ● No Impact.

The Los Angeles County Congestion Management Program (CMP) Report is a composite of traffic counts and improvement projects developed and implemented by the Los Angeles County Metropolitan Transportation Authority (L.A. County MTA) and local governments. The Los Angeles County Congestion Management Program (CMP) Report is a composite of traffic counts and improvement projects developed and implemented by the Los Angeles County Metropolitan Transportation Authority (L.A. County MTA) and local governments. The CMP serves to consistently track trends during peak traffic hours at major intersections in the country and identify areas in great need of improvements where congestion is worsening. The CMP requires that intersections which are designated as being officially monitored by the Program be analyzed by CMP criteria should a project generate 50 or more peak hour trips to the subject intersection.

The project will not add 50 or more trips to any CMP arterial monitoring intersection during either the AM or PM weekday peak hours. The project will not add 150 or more trips on the freeway mainline traffic volume in any direction during the AM or the PM weekday peak hours. No freeway monitoring location was required to be analyzed per CMP guidelines. As a result, no impacts are anticipated.

3.16.C. Would the project result in a change in air traffic patterns, including either an increase in traffic levels or a change in the location that results in substantial safety risks? • No Impact.

The proposed industrial project will not impact any Federal Aviation Administration (FAA) air traffic height restrictions. Brackett Field (located 4.6 miles to the northeast of the project site) is a public use airport operated by Los Angeles County and located in La Verne, adjacent to Fairplex and Pomona's northwestern city limits. The Runway Protection Zone (RPZ) of Brackett Field extends into Pomona in the Fairplex area. The RPZ is an area at ground level that provides for the unobstructed passage of landing aircraft through the above airspace. The project site is not located within an approach or take-off aircraft safety zone. As a result, no impacts are anticipated.

3.16.D. Would the project substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)? ● Less than Significant Impact with Mitigation.

Adequate parking spaces will be provided on-site for the proposed Walnut Business Park Warehouse project in accordance with the parking code requirements of the City of Pomona. Surface parking will consist of 196 parking spaces. Of the total, 10 parking spaces will be ADA, 42 spaces will be compact spaces, and the remaining 144 spaces will be standard size spaces. Parking spaces will be provided along

the front elevation of each building, along the rear of the buildings, and along the east and north perimeters of the project site. Each building will have its own assigned parking. To ensure that truck movements do not affect local roadways, the following mitigation is required:

- No on-street parking will be permitted along the site's Valley Boulevard frontage. Appropriate curb striping and/or signage must be provided. The Applicant will be responsible for the implementation of the necessary controls. All such traffic controls must be approved by the City.

- All truck maneuvering and queuing must be completed on-site. No trailer drop offs or queuing within the public right-of-way will be permitted.

With the aforementioned mitigation, the impacts will be less than significant.

3.16.E. Would the project result in inadequate emergency access? ● No Impact.

At no time will Valley Boulevard be closed to traffic during construction activities. As a result, no impacts on emergency access routes are associated with the proposed project's implementation.

3.16.F. Would the project conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities? ● No Impact.

The project area is served by Los Angeles County Metropolitan Transportation Authority (Metro) bus lines serves the project area. No bus stops are located along the project site's Valley Boulevard frontage. A portion of the potential 146 new employees may use public transit. However, the potential patronage will not result in any impacts.

3.16.3 SIGNIFICANT EFFECTS & MITIGATION

The traffic analysis concluded that the project may create significant traffic-related impacts. Therefore, the following mitigation is required:

Mitigation Measure No. 12 (Traffic Impacts). No on-street parking will be permitted along the site's Valley Boulevard frontage. Appropriate curb striping and/or signage must be provided. The Applicant will be responsible for the implementation of the necessary controls. All such traffic controls must be approved by the City.

Mitigation Measure No. 13 (Traffic Impacts). All truck maneuvering and queuing must be completed on-site. No trailer drop offs or queuing within the public right-of-way will be permitted.

3.17 UTILITIES IMPACTS

3.17.1 THRESHOLDS OF SIGNIFICANCE

In accordance with the provisions of CEQA, a project may be deemed to have a significant adverse impact on utilities if it results in any of the following:

- An exceedance of wastewater treatment requirements of the applicable Regional Water Quality Control Board;
- The construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental impacts;
- The construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects;
- An overcapacity of the storm drain system, causing area flooding;
- A determination by the wastewater treatment provider that serves or may serve the project, that it has inadequate capacity to serve the project's projected demand in addition to the provider's existing commitments;
- Utilization of a landfill with insufficient permitted capacity to accommodate the project's solid waste disposal needs; or,
- Non-compliance with Federal, State, and local statutes and regulations relative to solid waste.

3.17.2 ENVIRONMENTAL ANALYSIS

3.17.A. Would the project exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board? ● Less Than Significant Impact.

The County Sanitation Districts of Los Angeles County (LACSD) treats wastewater from the City of Pomona.[89] Local sewer lines are maintained by the City of Pomona, while the LACSD owns, operates and maintains the large trunk sewers of the regional wastewater conveyance system. The City's wastewater is treated and disposed of at the LACSD's Pomona Water Reclamation Plant (PWRP) which is located at 295 Humane Way in Pomona. Wastewater from the neighboring cities of La Verne and Claremont is also treated at the PWRP, which currently has a design capacity of 15 mgd. In 2012, the average daily flow to the plant was approximately 8.4 mgd.[90] As a result, the PWRP has an available capacity of approximately 6.6 mgd.

[89] Los Angeles County Sanitation Districts. www.lacsd.org/about/serviceareamap.asp

[90] City of Pomona. *City of Pomona General Plan Update, Corridors Specific Plan, ATP and Green Plan EIR*. July, 2013.

Table 3-16 indicates the existing estimated sewage generation rates and those rates projected as part of the proposed improvements. As indicated in Table 3-16, the future development is projected to generate 16,049 gallons of effluent on a daily basis.

Table 3-16
Sewage Generation (gals/day)

Generation Factor	0.11 gals./day/sq. ft.
Project (144,805 sq. ft.)	16,049 gals/day

Source: Blodgett Baylosis Environmental Planning. 2015.

The proposed project's wastewater generation will not result in the remaining 8.4 mgd treatment capacity being exceeded. In addition, the City's sewer system has sufficient capacity to accommodate the proposed project. The proposed project will connect to an existing ten-inch sewer main that extends along the south side of Valley Boulevard. The existing sewer line has sufficient capacity to accommodate the proposed use. In addition, the more modern and up-to-date plumbing fixtures in the new buildings will likely result in a further reduction in effluent generation. As a result, the impacts are anticipated to be less than significant.

3.17.B. Would the project require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental impacts? ● Less than Significant Impact.

Water service within the majority of the City and the project site is provided by the Pomona Public Works Department with supply sources including groundwater, treated surface water, imported water, and water conservation. The Public Works Department also services about 275 acres of residential property and open space outside of the City limits. This includes approximately 98 percent of Rolling Ridge Estates, located south of the Pomona Freeway and west of the Corona Expressway.[91]

The Public Works Department exports recycled water to Cal Poly Pomona and Bonelli Regional Park. Groundwater is the primary source of water supply for the City, providing approximately 68 percent of its water. In addition, 16 percent of the City's water supply is imported water from the Metropolitan Water District of Southern California (Metropolitan) via the Three Valleys Municipal Water District (TVMWD), 15 percent is local surface water from the San Antonio and Evey Canyon watersheds, and one percent is non-potable, recycled water.[92] The future water consumption is summarized in Table 3-17. As indicated in Table 3-17, the future water consumption is estimated to be 20,426 gallons of water on a daily basis.

[91] City of Pomona. *City of Pomona General Plan Update, Corridors Specific Plan, ATP and Green Plan EIR*. July, 2013.

[92] Ibid.

Table 3-17
Water Consumption (gals/day)

Generation Factor	0.14 gals./day/sq. ft.
Project (144,805 sq. ft.)	20,426 gals/day

Source: Blodgett Baylosis Environmental Planning. 2015.

As indicated previously, the future development is projected to generate 16,049 gallons of effluent on a daily basis.[93] The proposed project's wastewater generation will not result in the remaining 8.4 mgd treatment capacity being exceeded. In addition, the City's sewer system has sufficient capacity to accommodate the proposed project. The proposed project will connect to an existing ten-inch sewer main that extends along the south side of Valley Boulevard. The existing sewer line has sufficient capacity to accommodate the proposed use. In addition, the more modern and up-to-date plumbing fixtures in the new buildings will likely result in a further reduction in effluent generation. As a result, the impacts are anticipated to be less than significant.

3.17.C. Would the project require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects? ● No Impact.

Storm drainage in the project area is provided by catch basins and storm drains located within the project site and in the immediate area. All project-related flows will be conveyed via on-site gutters and storm drains to an on-site stormwater/water quality basin that will encourage infiltration and treat the flows for water quality purposes prior to discharging into the local storm drain system. The potential impacts related to surface water runoff are addressed herein in Section 3.9.A. No additional storm water infrastructure will be required to accommodate the projected demand and no impacts are anticipated.

3.17.D. Would the project have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed? ● No Impact.

Water service within the majority of the City and the project site is provided by the Pomona Public Works Department with supply sources including groundwater, treated surface water, imported water, and water conservation. Groundwater is the primary source of water, providing approximately 68 percent of the City's water. In addition, 16 percent of the City's water supply is imported water from the Metropolitan Water District of Southern California. Surface water accounts for approximately 15 percent of the City's water supply (San Antonio and Evey Canyon watersheds). Finally, one percent is non-potable, recycled water.[94] As a result, no impacts on the proposed project's water consumption are anticipated.

[93] Los Angeles County Sanitation Districts. www.lacsd.org/about/serviceareamap.asp.

[94] City of Pomona. *City of Pomona General Plan Update, Corridors Specific Plan, ATP and Green Plan EIR*. July, 2013.

3.17.E. Would the project result in a determination by the wastewater treatment provider, which serves or may serve the project that it has inadequate capacity to serve the project's projected demand in addition to the provider's existing commitments? ● No Impact.

As indicated previously in Section 3.17.A, the future development is projected to generate 16,049 gallons of effluent on a daily basis. The proposed project's wastewater generation will not result in the remaining 8.4 mgd treatment capacity being exceeded. As a result, no impacts are anticipated.

3.17.F. Would the project be served by a landfill with insufficient permitted capacity to accommodate the project's solid waste disposal needs? ● No Impact.

Franchise commercial waste haulers provide trash and recycling service for industrial uses in the City. The commercial haulers have non-exclusive, competitive franchise agreements and the five haulers legally permitted to operate in the City include Athens Services, Burrtec Waste Industries, Mission Recycling, Valley Vista Services, and Waste Management. Two local materials recovery facilities (MRFs) are capable of processing trash and these include the West Valley MRF in Fontana, and the Athens Services MRF in Industry.[95] The project is expected to produce 899.4 pounds of waste on a daily basis (shown in Table 3-18).

Table 3-18
Solid Waste Generation (lbs/day)

Generation Factor	6 lbs./day/1,000 sq. ft.
Project (144,805 sq. ft.)	899.4 lbs./day

Source: Blodgett Baylosis Environmental Planning. 2015.

Operational waste that cannot be recycled will be disposed of at area landfills. Solid waste from the proposed project would be transported to either the El Sobrante landfill or the Mid-Valley Sanitary Landfill. These two landfills have an estimated remaining capacity of 5,766 and 10,942 tons per day, respectively. The proposed project's waste generation would not result in this remaining capacity being exceeded. As a result, no impacts on solid waste generation are anticipated.

3.17.G. Will the project comply with Federal, State, and local statutes and regulations related to solid waste? ● No Impact.

The proposed use, like all other development in Pomona, will be required to adhere to City and County ordinances with respect to waste reduction and recycling. As a result, no increase in solid waste generation is anticipated with the project and no impacts will occur.

[95] City of Pomona website. Site accessed in July 2015.

3.17.3 SIGNIFICANT EFFECTS & MITIGATION

The analysis determined the proposed project would not result in any significant adverse utility impacts. As a result, no mitigation is required.

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SECTION 4 - CONCLUSIONS

4.1 MANDATORY FINDINGS OF SIGNIFICANCE

The following Mandatory Findings of Significance can be made as set forth in Section 15065 of the CEQA Guidelines, as amended, based on the results of this environmental assessment:

- The proposed project *will not* have the potential to degrade the quality of the environment;
- The proposed project *will not* have the potential to achieve short-term goals to the disadvantage of long-term environmental goals;
- The proposed project *will not* have impacts, that are individually limited, but cumulatively considerable, when considering planned or proposed development in the City; and,
- The proposed project *will not* have environmental effects that will adversely affect humans, either directly or indirectly.

4.2 MITIGATION MONITORING

In accordance with the requirements of Section 21081(a) and 21081.6 of the Public Resources Code, the following additional findings may be made:

- A mitigation reporting or monitoring program will be required, as specified in the final decision relative to the proposed project's approval;
- Site plans and/or building plans, submitted for approval for the proposed project to the responsible monitoring agency, shall include the required mitigation measures, as appropriate; and,
- An accountable enforcement agency or monitoring agency shall be identified for any applicable mitigation measures/conditions adopted as part of the decision-maker's final determination for approval of the proposed project and its subsequent implementation.

A number of mitigation measures have been recommended as a means to reduce or eliminate potential adverse environmental impacts to insignificant levels. AB-3180 requires that a monitoring and reporting program be adopted for the recommended mitigation measures.

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SECTION 5 – REFERENCES

5.1 PREPARERS

BLODGETT BAYLOSIS ENVIRONMENTAL PLANNING
16388 E. Colima Road, Suite 206J
Hacienda Heights, CA 91745
(626) 336-0033

Marc Blodgett, Project Manager
Rosalyn Perry, Project Planner
Liesl Sullano, Project Planner

5.2 REFERENCES

Pomona, City of, *General Plan*, as amended.

Pomona, City of, *General Plan Environmental Baseline Report*.

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U.S. Environmental Protection Agency, *Noise from Construction Equipment Operations, Building Equipment and Home Appliances,* 1971.

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APPENDICES

APPENDIX A – AIR QUALITY WORKSHEETS

APPENDIX B – TRAFFIC IMPACT ANALYSIS

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Valley Blvd Distribution Center
South Coast AQMD Air District, Summer

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Unrefrigerated Warehouse-No Rail	21.50	1000sqft	0.49	21,500.00	0
Unrefrigerated Warehouse-No Rail	28.00	1000sqft	0.64	28,000.00	0
Unrefrigerated Warehouse-No Rail	26.40	1000sqft	0.61	26,400.00	0
Unrefrigerated Warehouse-No Rail	33.50	1000sqft	0.77	33,500.00	0
Unrefrigerated Warehouse-No Rail	36.50	1000sqft	0.84	36,500.00	0
Parking Lot	205.00	Space	1.84	82,000.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	31
Climate Zone	9			**Operational Year**	2018
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	630.89	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics -
Land Use -
Construction Phase - Discussed in MND.
Architectural Coating - Per SCAQMD.
Construction Off-road Equipment Mitigation -
Mobile Land Use Mitigation -
Water Mitigation -

Table Name	Column Name	Default Value	New Value
tblArchitecturalCoating	EF_Nonresidential_Exterior	250.00	150.00
tblArchitecturalCoating	EF_Nonresidential_Interior	250.00	150.00
tblConstructionPhase	NumDays	20.00	44.00
tblConstructionPhase	NumDays	230.00	87.00
tblConstructionPhase	NumDays	20.00	44.00
tblConstructionPhase	NumDays	20.00	22.00
tblConstructionPhase	NumDays	10.00	21.00
tblConstructionPhase	PhaseEndDate	4/29/2016	4/30/2016
tblGrading	AcresOfGrading	22.00	10.00
tblProjectCharacteristics	OperationalYear	2014	2018

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2016	47.3330	54.7263	42.2753	0.0485	18.2675	2.9404	21.2078	9.9840	2.7051	12.6892	0.0000	4,617.8734	4,617.8734	1.2371	0.0000	4,643.8533
2017	47.2888	2.2746	2.9852	5.6600e-003	0.2124	0.1750	0.3874	0.0563	0.1749	0.2312	0.0000	498.7954	498.7954	0.0404	0.0000	499.6441
Total	**94.6217**	**57.0010**	**45.2606**	**0.0541**	**18.4798**	**3.1154**	**21.5952**	**10.0404**	**2.8800**	**12.9204**	**0.0000**	**5,116.6688**	**5,116.6688**	**1.2775**	**0.0000**	**5,143.4874**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2016	47.3330	54.7263	42.2753	0.0485	7.2470	2.9404	10.1874	3.9263	2.7051	6.6315	0.0000	4,617.8734	4,617.8734	1.2371	0.0000	4,643.8533
2017	47.2888	2.2746	2.9852	5.6600e-003	0.2124	0.1750	0.3874	0.0563	0.1749	0.2312	0.0000	498.7954	498.7954	0.0404	0.0000	499.6441
Total	**94.6217**	**57.0010**	**45.2606**	**0.0541**	**7.4694**	**3.1154**	**10.5748**	**3.9826**	**2.8800**	**6.8627**	**0.0000**	**5,116.6688**	**5,116.6688**	**1.2775**	**0.0000**	**5,143.4874**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	59.83	0.00	51.03	60.33	0.00	46.88	0.00	0.00	0.00	0.00	0.00	0.00

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	5.4579	3.4000e-004	0.0363	0.0000		1.3000e-004	1.3000e-004		1.3000e-004	1.3000e-004		0.0768	0.0768	2.1000e-004		0.0812
Energy	3.9200e-003	0.0357	0.0300	2.1000e-004		2.7100e-003	2.7100e-003		2.7100e-003	2.7100e-003		42.7942	42.7942	8.2000e-004	7.8000e-004	43.0546
Mobile	1.3563	4.4364	17.6060	0.0512	3.4360	0.0699	3.5049	0.9179	0.0644	0.9822		4,224.1705	4,224.1705	0.1612		4,227.3462
Total	**6.8171**	**4.4744**	**17.6723**	**0.0514**	**3.4360**	**0.0727**	**3.5078**	**0.9179**	**0.0672**	**0.9851**		**4,267.0416**	**4,267.0416**	**0.1622**	**7.8000e-004**	**4,270.4811**

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	5.4579	3.4000e-004	0.0363	0.0000		1.3000e-004	1.3000e-004		1.3000e-004	1.3000e-004		0.0768	0.0768	2.1000e-004		0.0812
Energy	3.9200e-003	0.0357	0.0300	2.1000e-004		2.7100e-003	2.7100e-003		2.7100e-003	2.7100e-003		42.7942	42.7942	8.2000e-004	7.8000e-004	43.0546
Mobile	1.3283	4.2425	16.8832	0.0487	3.2633	0.0665	3.3298	0.8720	0.0613	0.9332		4,017.1150	4,017.1150	0.1441		4,020.1410
Total	**6.7901**	**4.2786**	**16.9496**	**0.0489**	**3.2633**	**0.0694**	**3.3327**	**0.8720**	**0.0641**	**0.9361**		**4,059.9860**	**4,059.9860**	**0.1461**	**7.8000e-004**	**4,063.2768**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	0.40	4.38	4.09	4.88	6.00	4.61	4.99	6.00	4.68	4.97	0.00	4.86	4.86	4.66	0.00	4.86

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Site Preparation	Site Preparation	4/1/2016	4/30/2016	5	21	
2	Grading	Grading	5/1/2016	6/30/2016	5	44	
3	Building Construction	Building Construction	7/1/2016	10/31/2016	5	87	
4	Paving	Paving	11/1/2016	11/30/2016	5	22	
5	Architectural Coating	Architectural Coating	12/1/2016	1/31/2017	5	44	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 10

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 222,540; Non-Residential Outdoor: 74,180 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Architectural Coating	Air Compressors	1	6.00	78	0.48
Grading	Excavators	1	8.00	162	0.38
Building Construction	Cranes	1	7.00	226	0.29
Building Construction	Forklifts	3	8.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Paving	Pavers	2	8.00	125	0.42
Paving	Rollers	2	8.00	80	0.38
Grading	Rubber Tired Dozers	1	8.00	255	0.40
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Grading	Graders	1	8.00	174	0.41
Grading	Tractors/Loaders/Backhoes	3	8.00	97	0.37
Paving	Paving Equipment	2	8.00	130	0.36
Site Preparation	Tractors/Loaders/Backhoes	4	8.00	97	0.37
Site Preparation	Rubber Tired Dozers	3	8.00	255	0.40
Building Construction	Welders	1	8.00	46	0.45

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Site Preparation	7	18.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Grading	6	15.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	96.00	37.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	19.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Water Exposed Area

Clean Paved Roads

3.2 Site Preparation - 2016

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					18.0663	0.0000	18.0663	9.9307	0.0000	9.9307			0.0000			0.0000
Off-Road	6.0771	54.6323	41.1053	0.0391		2.9387	2.9387		2.7036	2.7036		4,065.0053	4,065.0053	1.2262		4,090.7644
Total	6.0771	54.6323	41.1053	0.0391	18.0663	2.9387	21.0049	9.9307	2.7036	12.6343		4,065.0053	4,065.0053	1.2262		4,090.7644

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0752	0.0940	1.1700	2.5500e-003	0.2012	1.6800e-003	0.2029	0.0534	1.5500e-003	0.0549		214.1025	214.1025	0.0110		214.3332
Total	0.0762	0.0940	1.1700	2.5500e-003	0.2012	1.6800e-003	0.2029	0.0534	1.5500e-003	0.0549		214.1025	214.1025	0.0110		214.3332

3.2 Site Preparation - 2016

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					7.0468	0.0000	7.0468	3.8730	0.0000	3.8730			0.0000			0.0000
Off-Road	6.0771	54.6323	41.1053	0.0391		2.9387	2.9387		2.7036	2.7036	0.0000	4,065.0053	4,065.0053	1.2262		4,090.7644
Total	6.0771	54.6323	41.1053	0.0391	7.0468	2.9387	9.9845	3.8730	2.7036	6.5766	0.0000	4,065.0053	4,065.0053	1.2262		4,090.7644

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0752	0.0940	1.1700	2.5500e-003	0.2012	1.6800e-003	0.2029	0.0534	1.5500e-003	0.0549		214.1025	214.1025	0.0110		214.3332
Total	0.0762	0.0940	1.1700	2.5500e-003	0.2012	1.6800e-003	0.2029	0.0534	1.5500e-003	0.0549		214.1025	214.1025	0.0110		214.3332

3.3 Grading - 2016

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					6.2631	0.0000	6.2631	3.3363	0.0000	3.3363			0.0000			0.0000
Off-Road	3.6669	38.4466	26.0787	0.0298		2.1984	2.1984		2.0226	2.0226		3,093.788 9	3,093.788 9	0.9332		3,113.386 0
Total	3.6669	38.4466	26.0787	0.0298	6.2631	2.1984	8.4616	3.3363	2.0226	5.3588		3,093.788 9	3,093.788 9	0.9332		3,113.386 0

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0627	0.0783	0.9760	2.1200e-003	0.1677	1.4000e-003	0.1691	0.0446	1.2900e-003	0.0458		178.4188	178.4188	9.1600e-003		178.6110
Total	0.0627	0.0783	0.9760	2.1200e-003	0.1677	1.4000e-003	0.1691	0.0446	1.2900e-003	0.0458		178.4188	178.4188	9.1600e-003		178.6110

3.3 Grading - 2016

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					2.4426	0.0000	2.4426	1.3011	0.0000	1.3011			0.0000			0.0000
Off-Road	3.6669	38.4466	26.0787	0.0298		2.1984	2.1984		2.0226	2.0226	0.0000	3,093.788 9	3,093.788 9	0.9332		3,113.386 0
Total	3.6669	38.4466	26.0787	0.0298	2.4426	2.1984	4.6410	1.3011	2.0226	3.3237	0.0000	3,093.788 9	3,093.788 9	0.9332		3,113.386 0

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0627	0.0783	0.9760	2.1200e-003	0.1677	1.4000e-003	0.1691	0.0446	1.2900e-003	0.0458		178.4188	178.4188	9.1600e-003		178.6110
Total	0.0627	0.0783	0.9760	2.1200e-003	0.1677	1.4000e-003	0.1691	0.0446	1.2900e-003	0.0458		178.4188	178.4188	9.1600e-003		178.6110

3.4 Building Construction - 2016

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	3.4062	28.5063	18.5066	0.0268		1.9674	1.9674		1.8485	1.8485		2,669.2864	2,669.2864	0.6620		2,683.1890
Total	**3.4062**	**28.5063**	**18.5066**	**0.0268**		**1.9674**	**1.9674**		**1.8485**	**1.8485**		**2,669.2864**	**2,669.2864**	**0.6620**		**2,683.1890**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.3081	3.1956	3.6849	8.0500e-003	0.2312	0.0526	0.2839	0.0659	0.0484	0.1142		806.7070	806.7070	5.7600e-003		806.8279
Worker	0.4011	0.5014	6.2402	0.0136	1.0731	8.9700e-003	1.0820	0.2846	8.2400e-003	0.2928		1,141.8800	1,141.8800	0.0586		1,143.1104
Total	**0.7091**	**3.8970**	**9.9250**	**0.0217**	**1.3043**	**0.0616**	**1.3659**	**0.3504**	**0.0566**	**0.4071**		**1,948.5870**	**1,948.5870**	**0.0644**		**1,949.9383**

3.4 Building Construction - 2016

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	3.4062	28.5063	18.5066	0.0268		1.9674	1.9674		1.8485	1.8485	0.0000	2,669.2864	2,669.2864	0.6620		2,683.1890
Total	**3.4062**	**28.5063**	**18.5066**	**0.0268**		**1.9674**	**1.9674**		**1.8485**	**1.8485**	**0.0000**	**2,669.2864**	**2,669.2864**	**0.6620**		**2,683.1890**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.3081	3.1956	3.6849	8.0500e-003	0.2312	0.0526	0.2839	0.0659	0.0484	0.1142		806.7070	806.7070	5.7600e-003		806.8279
Worker	0.4011	0.5014	6.2402	0.0136	1.0731	8.9700e-003	1.0820	0.2846	8.2400e-003	0.2928		1,141.8800	1,141.8800	0.0586		1,143.1104
Total	**0.7091**	**3.8970**	**9.9250**	**0.0217**	**1.3043**	**0.0616**	**1.3659**	**0.3504**	**0.0566**	**0.4071**		**1,948.5870**	**1,948.5870**	**0.0644**		**1,949.9383**

3.5 Paving - 2016

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	2.0898	22.3859	14.8176	0.0223		1.2610	1.2610		1.1601	1.1601		2,316.3767	2,316.3767	0.6987		2,331.0495
Paving	0.2191					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**2.3089**	**22.3859**	**14.8176**	**0.0223**		**1.2610**	**1.2610**		**1.1601**	**1.1601**		**2,316.3767**	**2,316.3767**	**0.6987**		**2,331.0495**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0627	0.0783	0.9760	2.1200e-003	0.1677	1.4000e-003	0.1691	0.0445	1.2900e-003	0.0458		178.4188	178.4188	9.1500e-003		178.6110
Total	**0.0627**	**0.0783**	**0.9760**	**2.1200e-003**	**0.1677**	**1.4000e-003**	**0.1691**	**0.0445**	**1.2900e-003**	**0.0458**		**178.4188**	**178.4188**	**9.1500e-003**		**178.6110**

3.5 Paving - 2016

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	2.0898	22.3859	14.8176	0.0223		1.2610	1.2610		1.1601	1.1601	0.0000	2,316.3767	2,316.3767	0.6987		2,331.0495
Paving	0.2191					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**2.3089**	**22.3859**	**14.8176**	**0.0223**		**1.2610**	**1.2610**		**1.1601**	**1.1601**	**0.0000**	**2,316.3767**	**2,316.3767**	**0.6987**		**2,331.0495**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0627	0.0783	0.9760	2.1200e-003	0.1677	1.4000e-003	0.1691	0.0445	1.2900e-003	0.0458		178.4188	178.4188	9.1500e-003		178.6110
Total	**0.0627**	**0.0783**	**0.9760**	**2.1200e-003**	**0.1677**	**1.4000e-003**	**0.1691**	**0.0445**	**1.2900e-003**	**0.0458**		**178.4188**	**178.4188**	**9.1500e-003**		**178.6110**

3.6 Architectural Coating - 2016

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	46.8851					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.3685	2.3722	1.8839	2.9700e-003		0.1966	0.1966		0.1966	0.1966		281.4481	281.4481	0.0332		282.1449
Total	**47.2536**	**2.3722**	**1.8839**	**2.9700e-003**		**0.1966**	**0.1966**		**0.1966**	**0.1966**		**281.4481**	**281.4481**	**0.0332**		**282.1448**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0794	0.0992	1.2360	2.6900e-003	0.2124	1.7700e-003	0.2142	0.0563	1.6300e-003	0.0580		225.9971	225.9971	0.0116		226.2406
Total	**0.0794**	**0.0992**	**1.2360**	**2.6900e-003**	**0.2124**	**1.7700e-003**	**0.2142**	**0.0563**	**1.6300e-003**	**0.0580**		**225.9971**	**225.9971**	**0.0116**		**226.2406**

3.6 Architectural Coating - 2016

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	46.8851					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.3685	2.3722	1.8839	2.9700e-003		0.1966	0.1966		0.1966	0.1966	0.0000	281.4481	281.4481	0.0332		282.1449
Total	**47.2536**	**2.3722**	**1.8839**	**2.9700e-003**		**0.1966**	**0.1966**		**0.1966**	**0.1966**	**0.0000**	**281.4481**	**281.4481**	**0.0332**		**282.1448**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0794	0.0992	1.2360	2.6900e-003	0.2124	1.7700e-003	0.2142	0.0563	1.6300e-003	0.0580		225.9971	225.9971	0.0116		226.2406
Total	**0.0794**	**0.0992**	**1.2360**	**2.6900e-003**	**0.2124**	**1.7700e-003**	**0.2142**	**0.0563**	**1.6300e-003**	**0.0580**		**225.9971**	**225.9971**	**0.0116**		**226.2406**

3.6 Architectural Coating - 2017

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	46.8851					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.3323	2.1860	1.8681	2.9700e-003		0.1733	0.1733		0.1733	0.1733		281.4481	281.4481	0.0297		282.0721
Total	47.2174	2.1860	1.8681	2.9700e-003		0.1733	0.1733		0.1733	0.1733		281.4481	281.4481	0.0297		282.0721

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0713	0.0896	1.1171	2.6900e-003	0.2124	1.7100e-003	0.2141	0.0563	1.5800e-003	0.0579		217.3474	217.3474	0.0107		217.5721
Total	0.0713	0.0896	1.1171	2.6900e-003	0.2124	1.7100e-003	0.2141	0.0563	1.5800e-003	0.0579		217.3474	217.3474	0.0107		217.5721

3.6 Architectural Coating - 2017

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	46.8851					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.3323	2.1860	1.8681	2.9700e-003		0.1733	0.1733		0.1733	0.1733	0.0000	281.4481	281.4481	0.0297		282.0721
Total	47.2174	2.1860	1.8681	2.9700e-003		0.1733	0.1733		0.1733	0.1733	0.0000	281.4481	281.4481	0.0297		282.0721

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0713	0.0896	1.1171	2.6900e-003	0.2124	1.7100e-003	0.2141	0.0563	1.5800e-003	0.0579		217.3474	217.3474	0.0107		217.5721
Total	0.0713	0.0896	1.1171	2.6900e-003	0.2124	1.7100e-003	0.2141	0.0563	1.5800e-003	0.0579		217.3474	217.3474	0.0107		217.5721

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

Increase Diversity

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	1.3283	4.2425	16.8832	0.0487	3.2633	0.0665	3.3298	0.8720	0.0613	0.9332		4,017.115 0	4,017.115 0	0.1441		4,020.141 0
Unmitigated	1.3553	4.4384	17.6060	0.0512	3.4350	0.0699	3.5049	0.9179	0.0644	0.9822		4,224.170 5	4,224.170 5	0.1512		4,227.345 2

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Parking Lot	0.00	0.00	0.00		
Unrefrigerated Warehouse-No Rail	55.69	55.69	55.69	238,650	226,718
Unrefrigerated Warehouse-No Rail	72.52	72.52	72.52	310,800	295,260
Unrefrigerated Warehouse-No Rail	68.38	68.38	68.38	293,040	278,388
Unrefrigerated Warehouse-No Rail	86.77	86.77	86.77	371,850	353,258
Unrefrigerated Warehouse-No Rail	94.54	94.54	94.54	405,150	384,893
Total	377.88	377.88	377.88	1,619,491	1,538,516

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Parking Lot	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0
Unrefrigerated Warehouse-No	16.60	8.40	6.90	59.00	0.00	41.00	92	5	3
Unrefrigerated Warehouse-No	16.60	8.40	6.90	59.00	0.00	41.00	92	5	3
Unrefrigerated Warehouse-No	16.60	8.40	6.90	59.00	0.00	41.00	92	5	3
Unrefrigerated Warehouse-No	16.60	8.40	6.90	59.00	0.00	41.00	92	5	3
Unrefrigerated Warehouse-No	16.60	8.40	6.90	59.00	0.00	41.00	92	5	3

LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
0.511172	0.060004	0.180590	0.138995	0.042398	0.006681	0.016070	0.032568	0.001936	0.002493	0.004370	0.000586	0.002135

4.4 Fleet Mix

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	3.9200e-003	0.0357	0.0300	2.1000e-004		2.7100e-003	2.7100e-003		2.7100e-003	2.7100e-003		42.7942	42.7942	8.2000e-004	7.8000e-004	43.0546
NaturalGas Unmitigated	3.9200e-003	0.0357	0.0300	2.1000e-004		2.7100e-003	2.7100e-003		2.7100e-003	2.7100e-003		42.7942	42.7942	8.2000e-004	7.8000e-004	43.0546

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Unrefrigerated Warehouse-No Rail	53.5027	5.8000e-004	5.2600e-003	4.4100e-003	3.0000e-005		4.0000e-004	4.0000e-004		4.0000e-004	4.0000e-004		6.3062	6.3062	1.2000e-004	1.2000e-004	6.3446
Unrefrigerated Warehouse-No Rail	65.8192	7.1000e-004	6.4500e-003	5.4200e-003	4.0000e-005		4.9000e-004	4.9000e-004		4.9000e-004	4.9000e-004		7.7434	7.7434	1.5000e-004	1.4000e-004	7.7906
Unrefrigerated Warehouse-No Rail	69.8082	7.5000e-004	6.8400e-003	5.7500e-003	4.0000e-005		5.2000e-004	5.2000e-004		5.2000e-004	5.2000e-004		8.2127	8.2127	1.6000e-004	1.5000e-004	8.2627
Unrefrigerated Warehouse-No Rail	83.5205	9.0000e-004	8.1900e-003	6.8800e-003	5.0000e-005		6.2000e-004	6.2000e-004		6.2000e-004	6.2000e-004		9.8260	9.8260	1.9000e-004	1.8000e-004	9.8858
Unrefrigerated Warehouse-No Rail	91	9.8000e-004	8.9200e-003	7.4900e-003	5.0000e-005		6.8000e-004	6.8000e-004		6.8000e-004	6.8000e-004		10.7059	10.7059	2.1000e-004	2.0000e-004	10.7710
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		**3.8200e-003**	**0.0367**	**0.0300**	**2.1000e-004**		**2.7100e-003**	**2.7100e-003**		**2.7100e-003**	**2.7100e-003**		**42.7942**	**42.7942**	**8.3000e-004**	**7.9000e-004**	**43.0648**

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Unrefrigerated Warehouse-No Rail	0.0536027	5.8000e-004	5.2600e-003	4.4100e-003	3.0000e-005		4.0000e-004	4.0000e-004		4.0000e-004	4.0000e-004		6.3062	6.3062	1.2000e-004	1.2000e-004	6.3446
Unrefrigerated Warehouse-No Rail	0.0658192	7.1000e-004	6.4500e-003	5.4200e-003	4.0000e-005		4.9000e-004	4.9000e-004		4.9000e-004	4.9000e-004		7.7434	7.7434	1.5000e-004	1.4000e-004	7.7906
Unrefrigerated Warehouse-No Rail	0.0698082	7.5000e-004	6.8400e-003	5.7500e-003	4.0000e-005		5.2000e-004	5.2000e-004		5.2000e-004	5.2000e-004		8.2127	8.2127	1.6000e-004	1.5000e-004	8.2627
Unrefrigerated Warehouse-No Rail	0.0835205	9.0000e-004	8.1900e-003	6.8800e-003	5.0000e-005		6.2000e-004	6.2000e-004		6.2000e-004	6.2000e-004		9.8260	9.8260	1.9000e-004	1.8000e-004	9.8858
Unrefrigerated Warehouse-No Rail	0.091	9.8000e-004	8.9200e-003	7.4900e-003	5.0000e-005		6.8000e-004	6.8000e-004		6.8000e-004	6.8000e-004		10.7059	10.7059	2.1000e-004	2.0000e-004	10.7710
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		**3.8200e-003**	**0.0367**	**0.0300**	**2.1000e-004**		**2.7100e-003**	**2.7100e-003**		**2.7100e-003**	**2.7100e-003**		**42.7942**	**42.7942**	**8.3000e-004**	**7.9000e-004**	**43.0648**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	5.4579	3.4000e-004	0.0363	0.0000		1.3000e-004	1.3000e-004		1.3000e-004	1.3000e-004		0.0768	0.0768	2.1000e-004		0.0812
Unmitigated	5.4579	3.4000e-004	0.0363	0.0000		1.3000e-004	1.3000e-004		1.3000e-004	1.3000e-004		0.0768	0.0768	2.1000e-004		0.0812

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.9420					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	4.5124					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	3.4700e-003	3.4000e-004	0.0363	0.0000		1.3000e-004	1.3000e-004		1.3000e-004	1.3000e-004		0.0768	0.0768	2.1000e-004		0.0812
Total	**5.4679**	**3.4000e-004**	**0.0363**	**0.0000**		**1.3000e-004**	**1.3000e-004**		**1.3000e-004**	**1.3000e-004**		**0.0768**	**0.0768**	**2.1000e-004**		**0.0812**

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.9420					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	4.5124					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	3.4700e-003	3.4000e-004	0.0363	0.0000		1.3000e-004	1.3000e-004		1.3000e-004	1.3000e-004		0.0768	0.0768	2.1000e-004		0.0812
Total	**5.4679**	**3.4000e-004**	**0.0363**	**0.0000**		**1.3000e-004**	**1.3000e-004**		**1.3000e-004**	**1.3000e-004**		**0.0768**	**0.0768**	**2.1000e-004**		**0.0812**

7.0 Water Detail

7.1 Mitigation Measures Water

Apply Water Conservation Strategy
Install Low Flow Bathroom Faucet
Install Low Flow Kitchen Faucet
Install Low Flow Toilet

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

TRAFFIC IMPACT STUDY
WALNUT BUSINESS PARK
22122 VALLEY BOULEVARD
POMONA, CALIFORNIA

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Prepared for

CITY OF POMONA

COMMUNITY DEVELOPMENT DEPARTMENT

505 S. Garey Avenue
Pomona, CA 91766
Tel: 909-620-2090

♦♦♦♦♦♦♦♦♦♦♦♦♦♦♦♦♦♦♦♦

Prepared by

Crown City Engineers, Inc.

1475 Glen Oaks Boulevard
Pasadena, CA 91105
Tel: 818-730-1970

Under the Supervision of:
Patrick B. Lang, P.E
Registered Traffic Engineer

April 21, 2017

CCE2013-69 PBL/MYR

TRAFFIC IMPACT STUDY
WALNUT BUSINESS PARK
22122 VALLEY BOULEVARD
POMONA, CALIFORNIA

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PREPARER'S CERTIFICATION

TRAFFIC IMPACT STUDY
WALNUT BUSINESS PARK
22122 VALLEY BOULEVARD
POMONA, CALIFORNIA

This is to certify that the above titled traffic study has been prepared under the supervision of Patrick B. Lang, P.E, a Professional Traffic Engineer, registered in the State of California.

Patrick B. Lang, P.E, Registration #: TR-875	4-21-2017 Date	Professional Engineer's Stamp

TRAFFIC IMPACT STUDY
WALNUT BUSINESS PARK
22122 VALLEY BOULEVARD
POMONA, CALIFORNIA

EXECUTIVE SUMMARY

The purpose of this traffic impact analysis is to evaluate the impacts on traffic circulation system due to the proposed Walnut Business Park Warehouse Distribution Center development at 22122 Valley Boulevard in the City of Pomona, County of Los Angeles, California. The combined floor area of the project's proposed five buildings will be 145,900 square feet. The project site is located on the east side of Valley Boulevard, approximately 1.25 miles south of Temple Avenue and approximately 0.6 miles to the northeast of Grand Avenue.

The project site consists of 5.76 acres of currently vacant land. The Los Angeles County Assessor's Parcel Numbers (APNs) that are applicable to the project site are 8709-026-004 and 8709-026-061. The project site includes an area currently located both within the corporate boundaries of the City of Pomona and in an unincorporated County area. Access to the proposed project will be provided by three new driveways located on the east side of Valley Boulevard. The Applicant and the City of Pomona also intend to pursue the annexation of those portions of the existing parcels located in the unincorporated County area into the City of Pomona.

The following are the key objectives of the study:

- Documentation of existing 2015 traffic conditions in the vicinity of the site.
- Determination of Project Opening Year (2017) traffic conditions and level of service (LOS) without and with the project.
- Determination of project related impacts to the circulation system, and
- Identification of mitigation measures to reduce any significant impacts to a level of insignificance.

The study included evaluation of the following five key signalized intersections in the general vicinity of the site:

- Valley Boulevard and Grand Avenue
- Valley Boulevard and Shopping Center Driveway

- Valley Boulevard and Pomona Boulevard
- Valley Boulevard and Temple Avenue
- Temple Avenue and Pomona Boulevard

The Walnut Business Park Warehouse project is estimated to generate a net total of approximately 624 new two-way passenger car equivalent (PCE) trips per day, with 53 trips during the AM peak hour (42 inbound and 11 outbound), and 56 trips during the PM peak hour (20 inbound and 36 outbound).

Surface parking will consist of 205 parking spaces. Of the total, 11 parking spaces will be ADA-compliant, 46 spaces will be compact, and the remaining 148 spaces will be standard-size spaces. Parking spaces will be provided along the front elevation of each building, along the rear of the buildings, and along the east and north perimeters of the project site. Each building will have its own assigned parking.

Based on the results of the traffic and parking impact analysis, the proposed Walnut Business Park Warehouse project to be located at 22122 Valley Boulevard would not significantly impact any of the key intersections analyzed in the surrounding roadway system. The study intersections would continue to operate at an acceptable level of service (i.e., at LOS A through D) during the AM and PM peak hours. The addition of project traffic will not increase the traffic volume at these intersections beyond the significance thresholds of project related impacts as defined in the City's Traffic Study Guidelines. Therefore, no off-site intersection mitigation measures would be necessary for the development of this project. However, a median turn-lane on Valley Boulevard should be provided at the main project driveway for safe left-turn access from the north, as well as adequate sight distance will need to be maintained at all three driveways.

TRAFFIC IMPACT STUDY
WALNUT BUSINESS PARK
22122 VALLEY BOULEVARD
POMONA, CALIFORNIA

INTRODUCTION

The purpose of this traffic impact analysis is to evaluate the impacts on traffic circulation system due to the proposed Walnut Business Park Warehouse Distribution Center development at 22122 Valley Boulevard in the City of Pomona, County of Los Angeles, California. The combined floor area of the project's proposed five buildings will be 145,900 square feet. The project site is located on the east side of Valley Boulevard, approximately 1.25 miles south of Temple Avenue and approximately 0.6 miles to the northeast of Grand Avenue.

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- Determination of project related impacts to the circulation system, and
- Identification of mitigation measures to reduce any significant impacts to a level of insignificance.

The report provides data regarding existing operational characteristics of traffic in the general vicinity of the project, as well as an analysis of the proposed project's impacts to these existing and anticipated future traffic conditions. The report identifies and quantifies the impacts at key intersections and attempts to address the most appropriate and reasonable mitigation strategies at any impacted intersections which are identified to be operating at a deficient level of service.

This report investigates existing 2015 and anticipated future 2017 opening year traffic operating conditions. The study has been prepared per City of Pomona's Traffic Impact Study Guidelines, February 2012. The Exhibit B – Traffic Impact Study Scope Form has been placed at the end of this report.

REPORT METHODOLOGY

STUDY APPROACH

This report approaches the task of identifying and quantifying the anticipated impacts to the circulation system with a structured, "building block" methodology. The first step is to inventory and quantify existing conditions. Upon this foundation of fact, a travel forecast model, based on physical and operational characteristics of road network and manual observation of peak hour traffic movements, is structured for the entire project area and calibrated manually, by adjusting any traffic flow inconsistency, to produce reliable output, verifiable with the existing data. With the project traffic calculated and distributed onto the study area, at the anticipated opening year of the project in 2017, the travel forecast methodology is utilized to assess the project's traffic impacts at that time. The methodology utilizes a growth factor for traffic based upon regional guidelines, any other projects in the project vicinity, as well as the traffic anticipated to be introduced from the proposed project to produce the travel forecast and level-of-service data for the future target year.

The trip generation estimate is based on the 9th edition of Institute of Transportation Engineers (ITE)'s "Trip Generation" manual. Research and interviews have been conducted with local and regional agencies in order to identify and characterize the most probable trip distribution patterns within the study area.

Project impacts are identified for the future year 2017 conditions. At those intersections operating deficiently (e.g., at a level worse than LOS D) and significantly impacted by the proposed project, a mitigation measure is identified and applied, and a before-and-after mitigation analysis conducted.

LEVEL OF SERVICE CRITERIA

Roadway operations and the relationship between capacity and traffic volumes are generally expressed in terms of levels of service (LOS). Levels of service are defined as LOS A through F. These levels recognize that, while an absolute limit exists as to the amount of traffic traveling through a given intersection (the absolute capacity), the conditions that motorists experience deteriorate rapidly as traffic approaches the absolute capacity. Under such conditions, congestion as well as delay is experienced. There is generally instability in the traffic flow, which means that relatively small incidents (e.g., momentary engine stall) can cause considerable fluctuations in speeds and delays. This near-capacity situation is labeled LOS E. Beyond LOS E, capacity is exceeded, and

arriving traffic will exceed the ability of the intersection to accommodate it. An upstream queue will form and continue to expand in length until the demand volume reduces.

A complete description of the meaning of level of service can be found in the Highway Research Board's Special Report 209 titled *Highway Capacity Manual*. The manual establishes the definitions for levels of service A through F. Brief descriptions of the six levels of service, as extracted from the manual, are listed in **Table 1.** The thresholds of level of service for signalized and unsignalized intersections are shown in **Table 2**.

LOS D is the minimum threshold at all key intersections in the urbanized areas. The traffic study guidelines require that traffic mitigation measures be identified to provide for operations at the minimum threshold levels.

For the study area intersections, the SYNCHRO computer software has been utilized to perform intersection levels of service (LOS) analysis. The 2010 Highway Capacity Manual (HCM) operational delay method was used to determine level of service (LOS) for signalized intersections. Levels of service are presented for the entire intersection, consistent with the local and regional agency policies.

While the level of service concept and analysis methodology provides an indication of the performance of the entire intersection, the single letter grade A through F cannot describe specific operational deficiencies at intersections. Progression, queue formation, and left-turn storage are examples of the operational issues that affect the performance of an intersection, but do not factor into the strict calculation of level of service. However, the SYNCHRO software does provide an output that quantifies operational features at intersections, such as vehicle clearance, queue formation, and left-turn storage requirements. In addition, it provides a volume to capacity (V/C) ratio that is more meaningful when identifying a project's impact and developing mitigation measures. Therefore, this V/C ratio information is also included in addition to delay information in describing an intersection's operational performance under various scenarios.

TABLE 1
LEVEL OF SERVICE DEFINITIONS

LOS	Description
A	No approach phase is fully utilized by traffic and no vehicle waits longer than one red indication. Typically, the approach appears quite open, turns are made easily and nearly all drivers find freedom of operation.
B	This service level represents stable operation, where an occasional approach phase is fully utilized and a substantial number are approaching full use. Many drivers begin to feel restricted within platoons of vehicles.
C	This level still represents stable operating conditions. Occasionally, drivers have to wait through more than one red signal indication, and backups may develop behind turning vehicles. Most drivers feel somewhat restricted.
D	This level encompasses a zone of increasing restriction approaching instability at the intersection. Delays to approaching vehicles may be substantial during short peaks within the peak period; however, enough cycles with lower demand occur to permit periodic clearance of developing queues, thus preventing excessive backups.
E	Capacity occurs at the upper end of this service level. It represents the most vehicles that any particular intersection can accommodate. Full utilization of every signal cycle is seldom attained no matter how great the demand.
F	This level describes forced flow operations at low speeds, where volumes exceed capacity. These conditions usually result from queues of vehicles backing up from restriction downstream. Speeds are reduced substantially and stoppages may occur for short or long periods of time due to congestion. In the extreme case, both speed and volume can drop to zero.

TABLE 2
LEVEL OF SERVICE CRITERIA

Level of Service	Two-Way or All-Way Stop Controlled Intersection Average Delay per Vehicle (sec)	Signalized Intersection Average Delay per Vehicle (sec)
A	0 - 10	< or = 10
B	> 10 - 15	> 10 - 20
C	> 15 - 25	> 20 - 35
D	> 25 - 35	> 35 - 55
E	> 35 - 50	> 55 - 80
F	> 50	> 80 or a V/C ratio equal or greater than 1.0

EXISTING ROADWAY SYSTEM AND TRAFFIC VOLUMES

EXISTING CIRCULATION NETWORK

In order to assess future operating conditions both with and without the proposed project, existing traffic conditions within the study area were evaluated. **Figure 1**, Vicinity Map, illustrates the existing circulation network within the study area as well as the location of the proposed project. **Figure 2** shows an aerial view of the circulation network. Major east-west regional access to the site is provided by Grand Avenue and Temple Avenue. Major north-south regional access is provided by Valley Boulevard.

FIGURE 1: VICINITY MAP

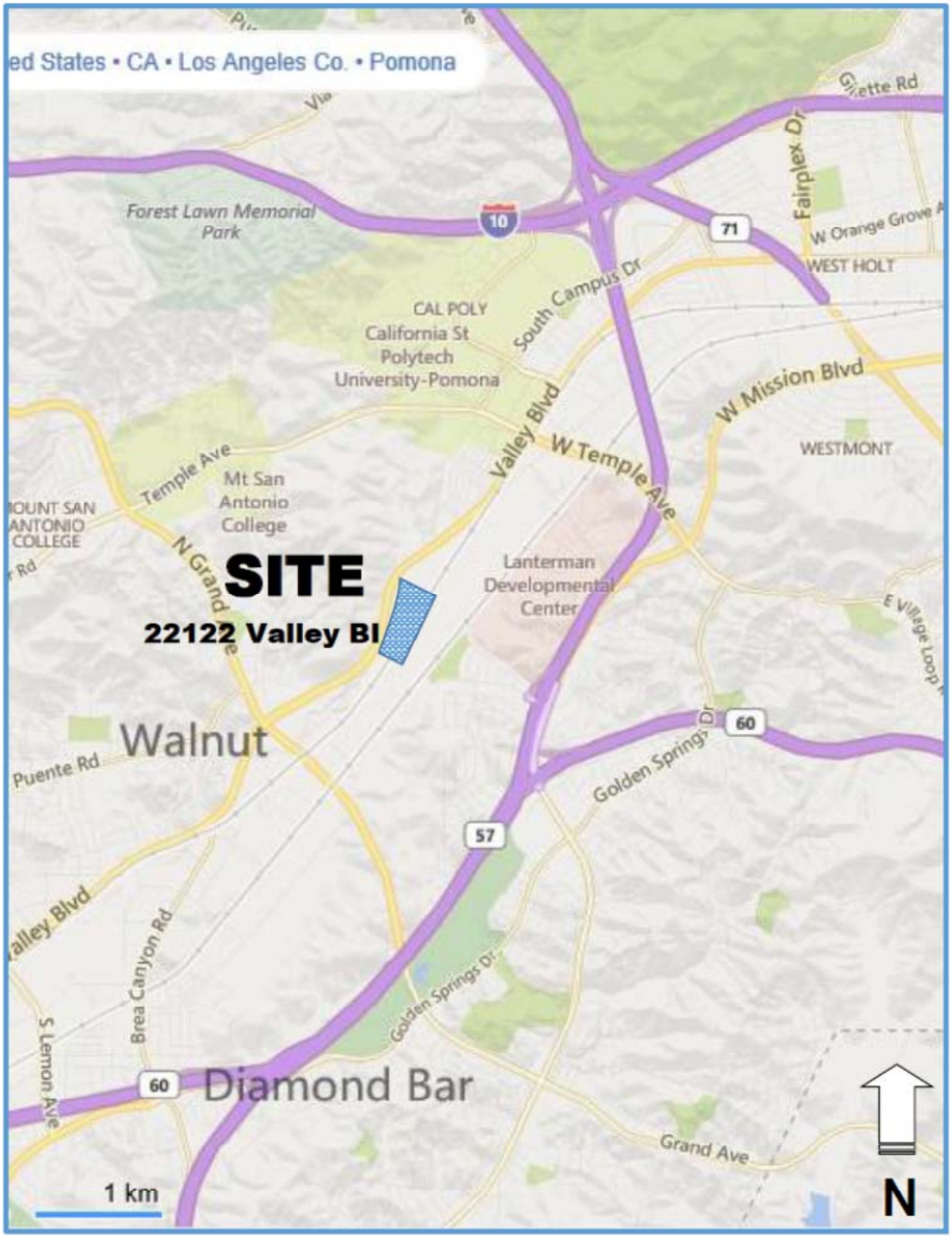
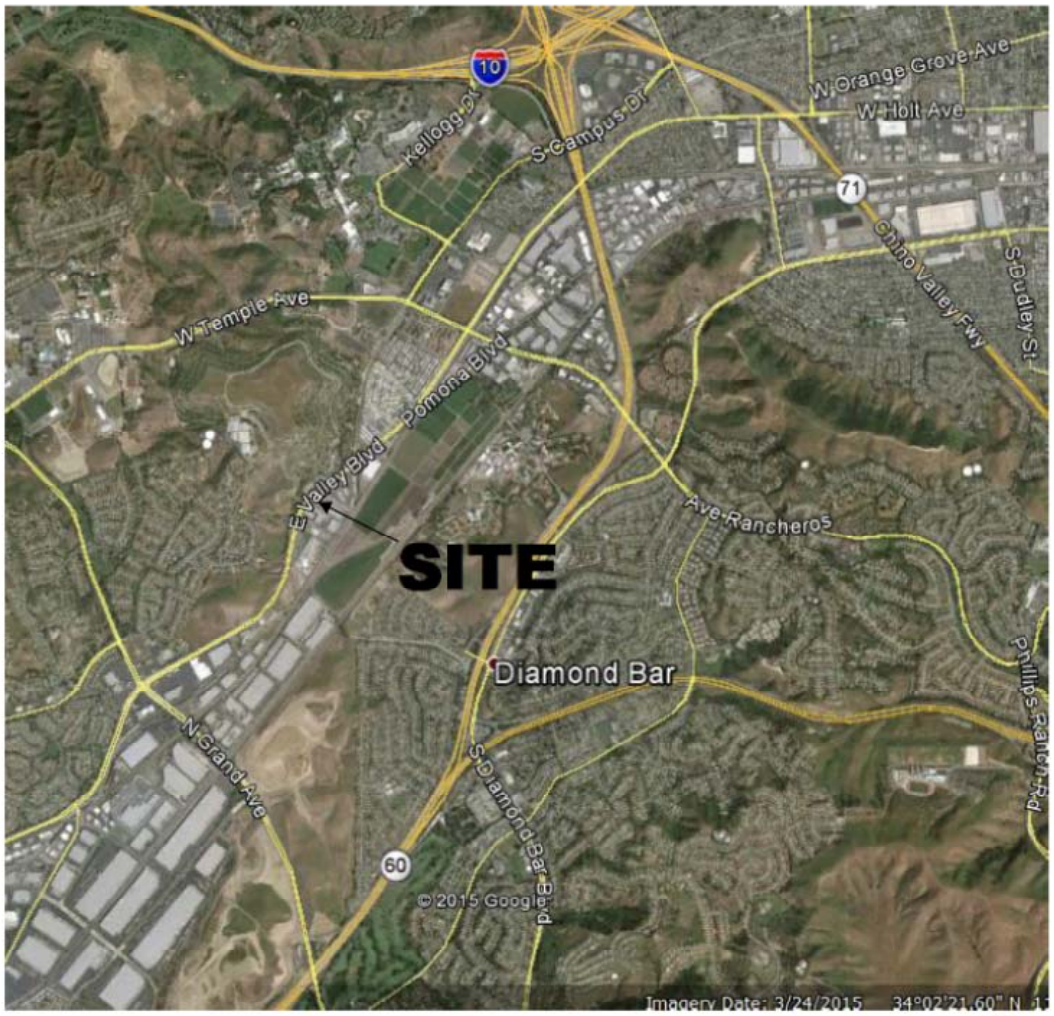


FIGURE 2: AERIAL VIEW OF CIRCULATION NETWORK



The project would provide three full-access driveways on Valley Boulevard. The following paragraphs provide a brief description of the existing roadways which comprise the circulation network of the study area, providing the majority of both regional and local access to the project.

VALLEY BOULEVARD. Valley Boulevard is a north-south major arterial street in the vicinity of the project, with two travel lanes in each direction. Directional travel is separated by raised median islands along the center. The street is approximately 84 feet wide and posted with a speed limit of 45 miles per hour. Most of the key intersections along Valley Boulevard, including the intersection at Valley Boulevard and Grand Avenue, Valley Boulevard and Shopping Center Driveway, Valley Boulevard and Pomona Boulevard, and Valley Boulevard and Temple Avenue, are signalized. Exclusive left-turn lanes are provided at major intersections. On-street parking is permitted along the sides of the street. Estimated average daily volume on Valley Boulevard in the vicinity is approximately 28,090 vehicles per day (based on a 24-hour daily traffic counts conducted in the month of March, 2015 on Valley Boulevard south of Pomona Boulevard).

GRAND AVENUE. Grand Avenue is a major east-west arterial street with three travel lanes in each direction. Directional travel is separated by raised median islands along the center. The street is approximately 100 feet wide and posted with a speed limit of 50 miles per hour. Most of the key intersections along Grand Avenue are signalized. Parking is permitted along the sides of the street. The average daily volume on Grand Avenue is approximately 40,360 vehicles per day (based on a 24-hour daily traffic counts conducted in the month of March, 2015 on Grand Avenue east of Valley Boulevard).

TEMPLE AVENUE. Temple Avenue is a major east-west arterial street with three travel lanes in each direction. Directional travel is separated by raised median islands along the center. The street is approximately 84 feet wide and posted with a speed limit of 45 miles per hour. Most intersections of Temple Avenue are signalized. Parking is permitted along the sides of the street. The average daily traffic volume on Temple Avenue is approximately 29,900 vehicles per day west of Valley Boulevard and 33,800 vehicles per day east of Pomona Boulevard, per City records for 2013 Average Daily Traffic (ADT) Volumes.

POMONA BOULEVARD. Pomona Boulevard is a north-south collector street in the project area, with two travel lanes in each direction. Directional travel is separated by a yellow center line. The street is approximately 60 feet wide and posted with a speed limit of 35 miles per hour. Most intersections of Pomona Boulevard are signalized. Parking is permitted along the sides of the street. The average daily volume on Pomona Boulevard is approximately 7,100 vehicles per day north of Temple Avenue and 9,400 vehicles per day south of Temple Avenue per City records for 2013 Average Daily Traffic (ADT) Volumes.

EXISTING TRAFFIC VOLUMES

For the purpose of evaluating existing operating conditions as well as future operating conditions with and without the proposed project, the study area was carefully selected in accordance with local traffic study guidelines. Manual turning movement counts for the selected intersections were collected in the field for the morning and evening peak periods during the month of March, 2015. The intersections were counted during the peak hours of 7:00 to 9:00 AM and 4:00 to 6:00 PM. It was determined that the following key intersections would be analyzed in the study:

- Valley Boulevard and Grand Avenue
- Valley Boulevard and Shopping Center Driveway
- Valley Boulevard and Pomona Boulevard
- Valley Boulevard and Temple Avenue
- Temple Avenue and Pomona Boulevard

In addition, 24-hour average daily volume counts were conducted on Valley Boulevard south of Pomona Boulevard, and also on Grand Avenue east of Valley Boulevard.

Existing lane configurations at the key intersections are shown in **Figure 3**. Existing turning movement counts for AM and PM peak hour conditions are shown in **Figure 4.** Detailed turning movement counts are included in the Technical Appendix of this report.

EXISTING 2015 TRAFFIC CONDITIONS

Year 2015 existing traffic conditions were evaluated using the 2010 Highway Capacity Manual (HCM) operational delay method of level of service (LOS) analysis for signalized intersections. **Table 3** presents existing condition intersection level of service (LOS) analysis summary. Detailed calculations relating to the study intersections, performed with Synchro traffic analysis software, are included in the Technical Appendix of this report.

Based on the results of this analysis, all of the study intersections are operating at an acceptable LOS C or better during the AM and PM peak hours as shown in **Table 3**.

TABLE 3
EXISTING CONDITIONS (2015) LEVEL OF SERVICE SUMMARY

Intersection	Peak Hour	Existing 2015 Conditions	
		LOS	Delay, Sec
1. Valley Boulevard and Grand Avenue	AM PM	C C	25.7 34.6
2. Valley Boulevard and Shopping Center Driveway	AM PM	A A	1.1 3.2
3. Valley Boulevard and Pomona Boulevard	AM PM	B A	14.5 8.8
4. Valley Boulevard and Temple Avenue	AM PM	B B	13.1 15.3
5. Temple Avenue and Pomona Boulevard	AM PM	C B	26.7 18.2

FIGURE 3: EXISTING LANE CONFIGURATION AT KEY INTERSECTIONS

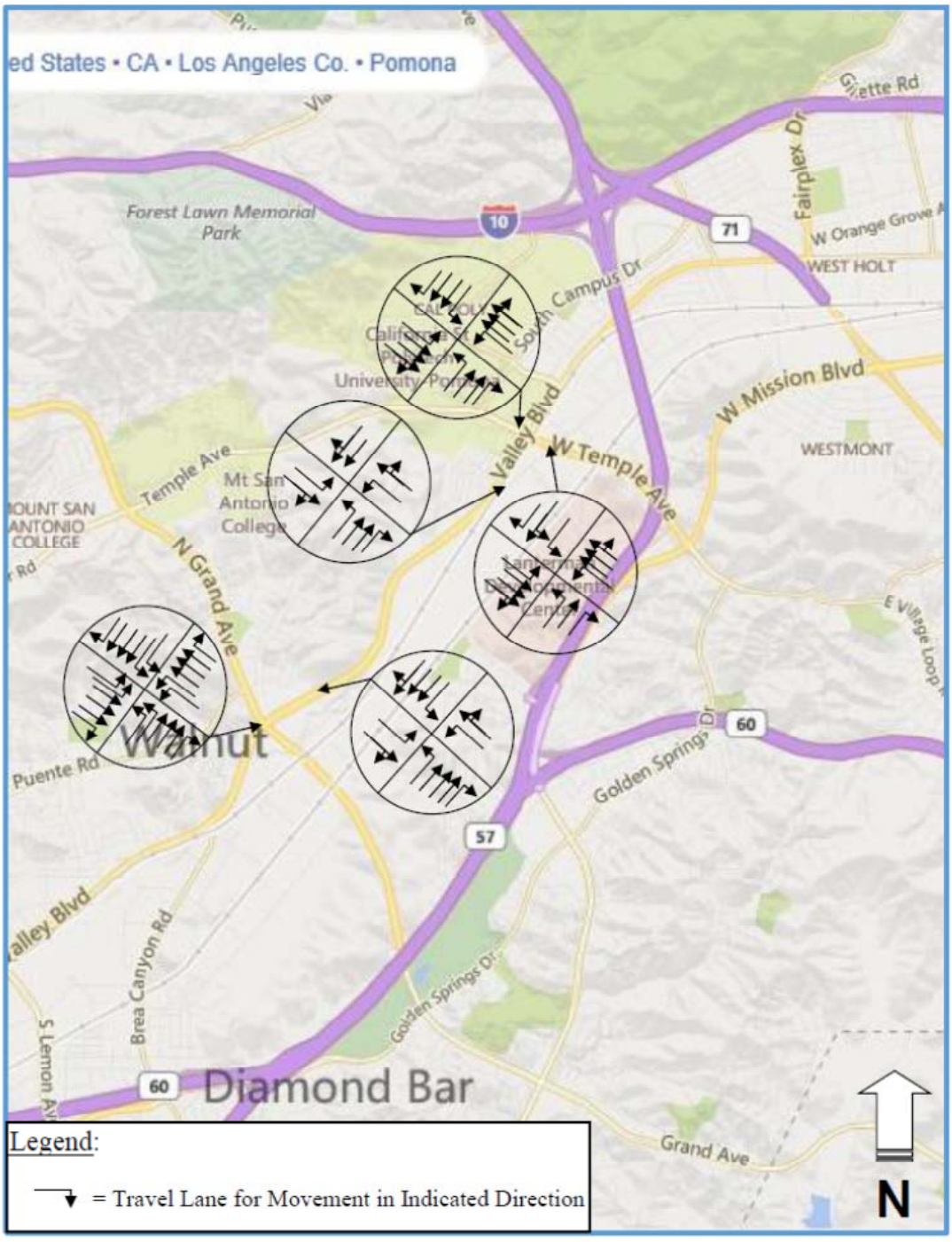
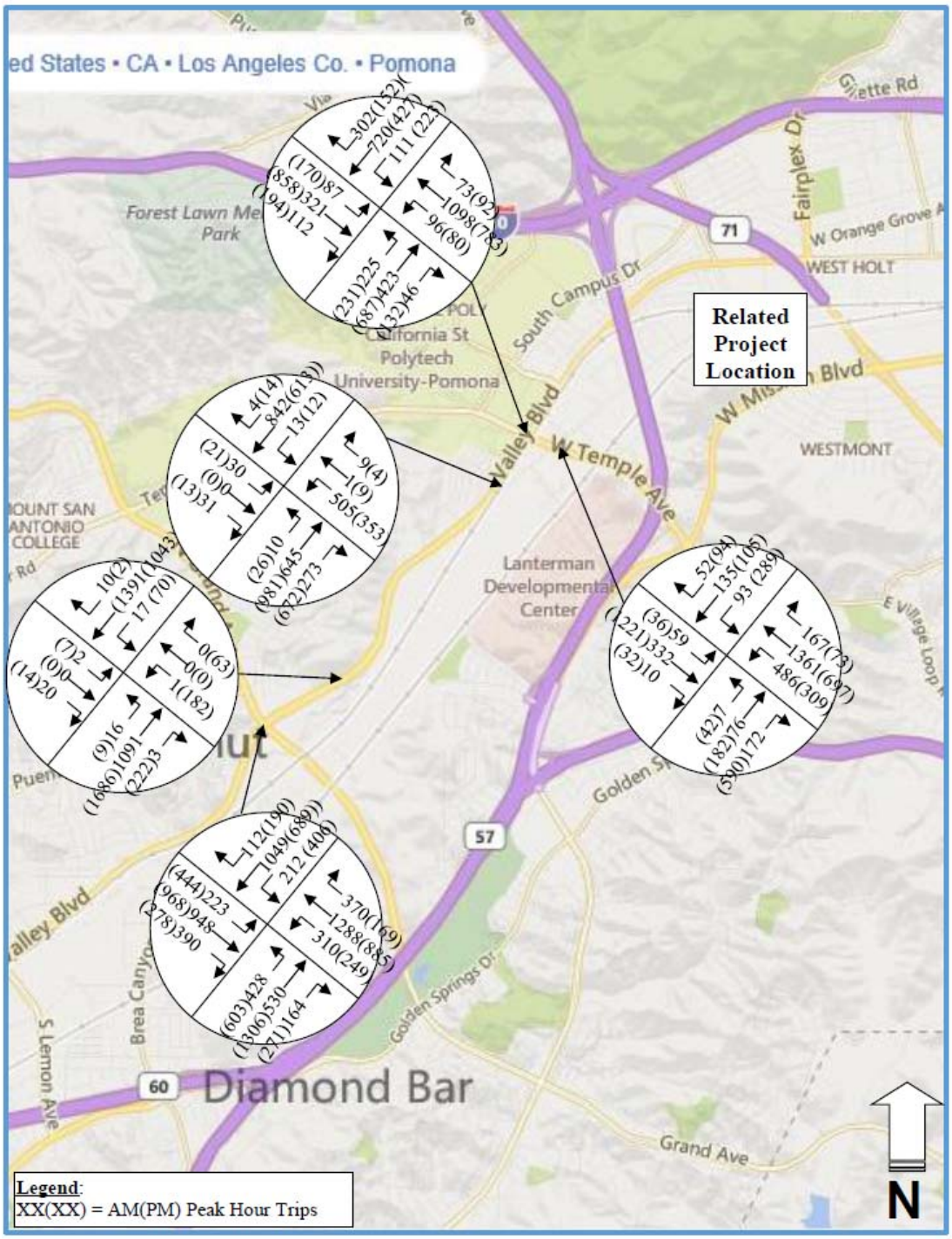


FIGURE 4: EXISTING 2015 TRAFFIC VOLUMES AT KEY INTERSECTIONS



OPENING YEAR 2017 PRE-PROJECT CONDITIONS

A 2.0 percent per year annual traffic growth rate was applied to existing traffic volumes to create a 2017 base condition (i.e., a factor of 1.04 was applied to 2015 volumes to obtain 2017 base traffic volumes due). This annual traffic growth rate accounts for the population growth within the study area. There is one related projects in the vicinity of the project. This related project is called "2001 West Mission Warehouse Development Project," and it is generally located west of State Route 71 (SR-71) at the northeast corner of Humane Way and West Mission Boulevard. The project consists of six warehouse buildings totaling 432,943 square feet.

Trip generation for this related project was developed using rates for Land Use 150 – "Warehouse" from the Institute of Transportation Engineers (ITE) Trip Generation, 9th Edition. The project's estimated truck trips were converted into passenger car equivalent for intersection capacity analysis. The project is expected to generate 174 PCE trips in the a.m. peak hour, 187 PCE trips in the p.m. peak hour, and 2,021 total daily PCE trips. (Reference: 2001 West Mission Warehouse Project Traffic Impact Analysis, June 2015).

Trip distribution from this related project is shown in **Figure 5**. These traffic volumes were added to 2017 projected volumes with ambient growth at the study intersections to develop a pre-project traffic condition. **Figure 6** shows the pre-project traffic volumes (including related project) at the study intersections for the AM and PM peak hours.

This pre-project traffic condition was evaluated using the 2010 Highway Capacity Manual (HCM) operational delay method of level of service (LOS) analysis for signalized intersections. The LOS and V/C ratios for the study intersections under 2017 pre-project conditions (without project) are shown in **Table 4**. Detailed calculations relating to the study intersections, performed with Synchro traffic analysis software, are included in the Technical Appendix of this report.

As the results indicate, all the study intersections will continue to operate at a Level of Service (LOS) D or better (i.e., within the range of acceptable thresholds of LOS A through D) during the AM and PM peak hours.

FIGURE 5: RELATED PROJECT TRAFFIC VOLUMES

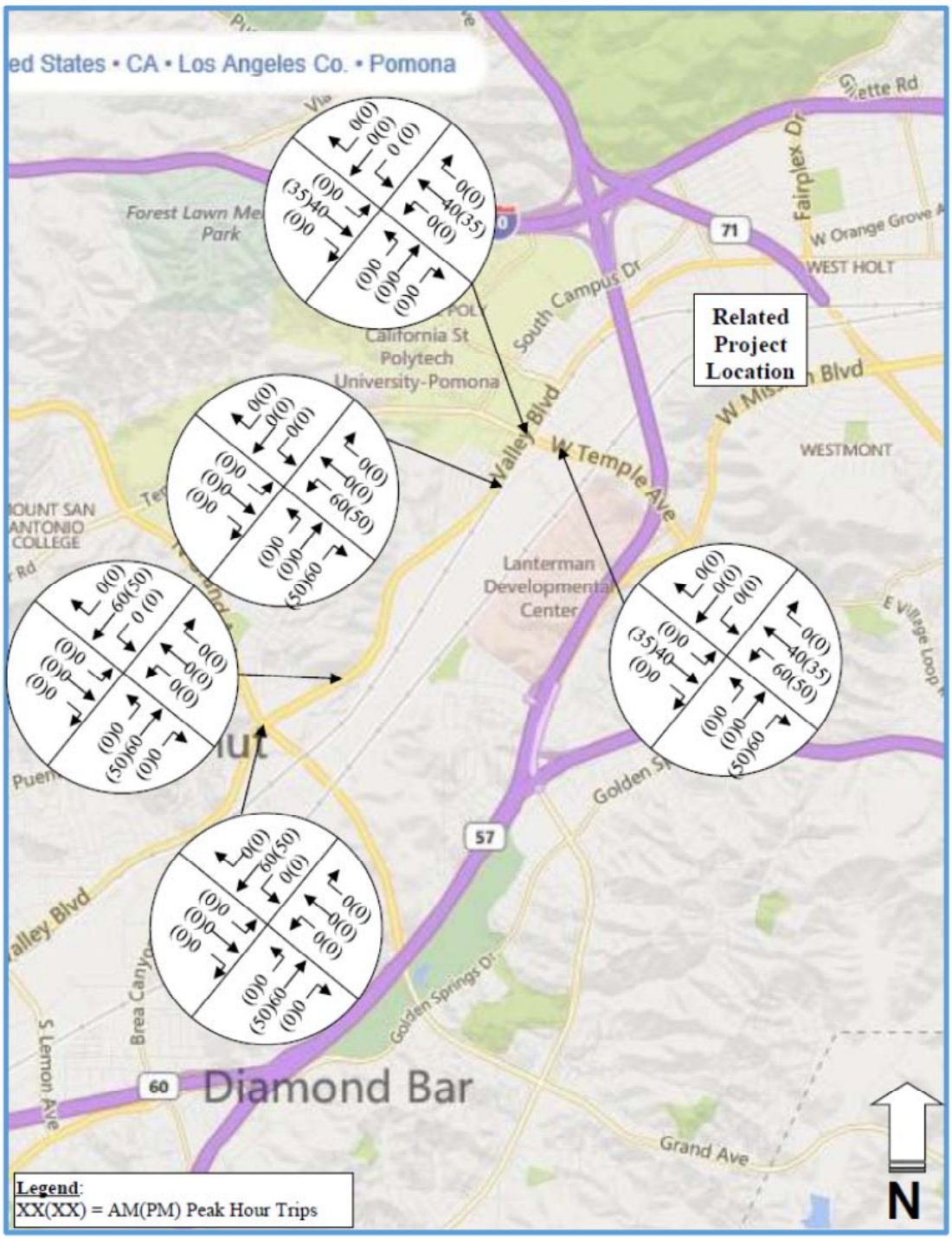


FIGURE 6: FUTURE 2017 PRE-PROJECT TRAFFIC VOLUMES

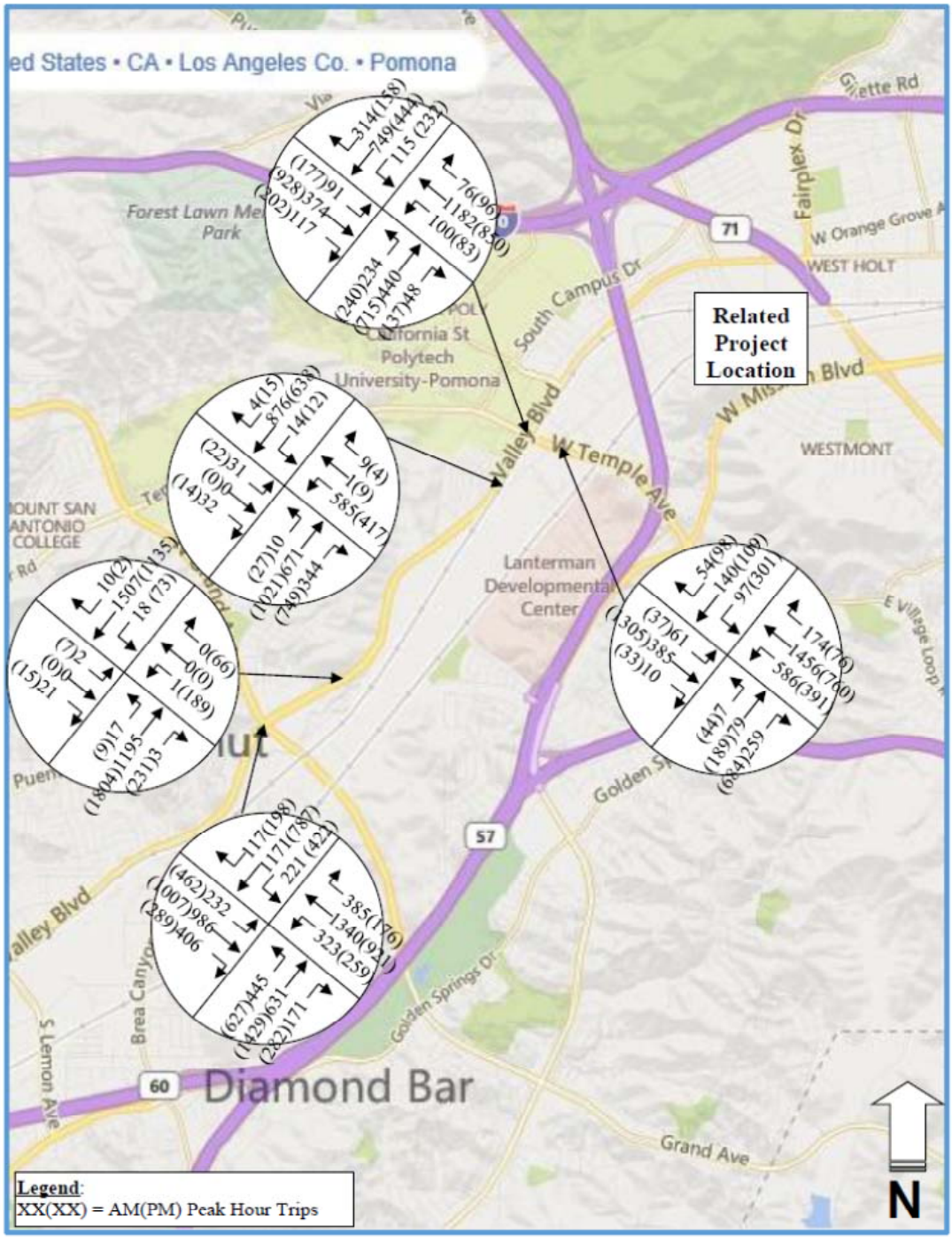


TABLE 4
2017 PRE-PROJECT CONDITIONS LEVEL OF SERVICE SUMMARY

Intersection	Peak Hour	Future 2017 Conditions Without Project	
		LOS	Delay, Sec
1. Valley Boulevard and Grand Avenue	AM PM	C D	29.4 49.9
2. Valley Boulevard and Shopping Center Driveway	AM PM	A A	1.2 8.3
3. Valley Boulevard and Pomona Boulevard	AM PM	B B	18.1 10.5
4. Valley Boulevard and Temple Avenue	AM PM	B B	14.8 18.6
5. Temple Avenue and Pomona Boulevard	AM PM	C C	32.7 27.7

PROPOSED PROJECT

PROJECT DESCRIPTION

The proposed Walnut Business Park Warehouse development consists of a combined floor area of 145,900 square feet in five buildings. The project site is located on the east side of Valley Boulevard, approximately 1.25 miles south of Temple Avenue and approximately 0.6 miles to the southwest of Grand Avenue.

The project site consists of 5.76 acres of currently vacant land. The Los Angeles County Assessor's Parcel Numbers (APNs) that are applicable to the project site are 8709-026-004 and 8709-026-061. The project site includes an area currently located both within the corporate boundaries of the City of Pomona and in an unincorporated County area. Access to the proposed project will be provided by three new driveways located on the east side of Valley Boulevard. The Applicant and the City of Pomona also intends to pursue the annexation of those portions of the existing parcels located in the unincorporated County area into the City of Pomona.

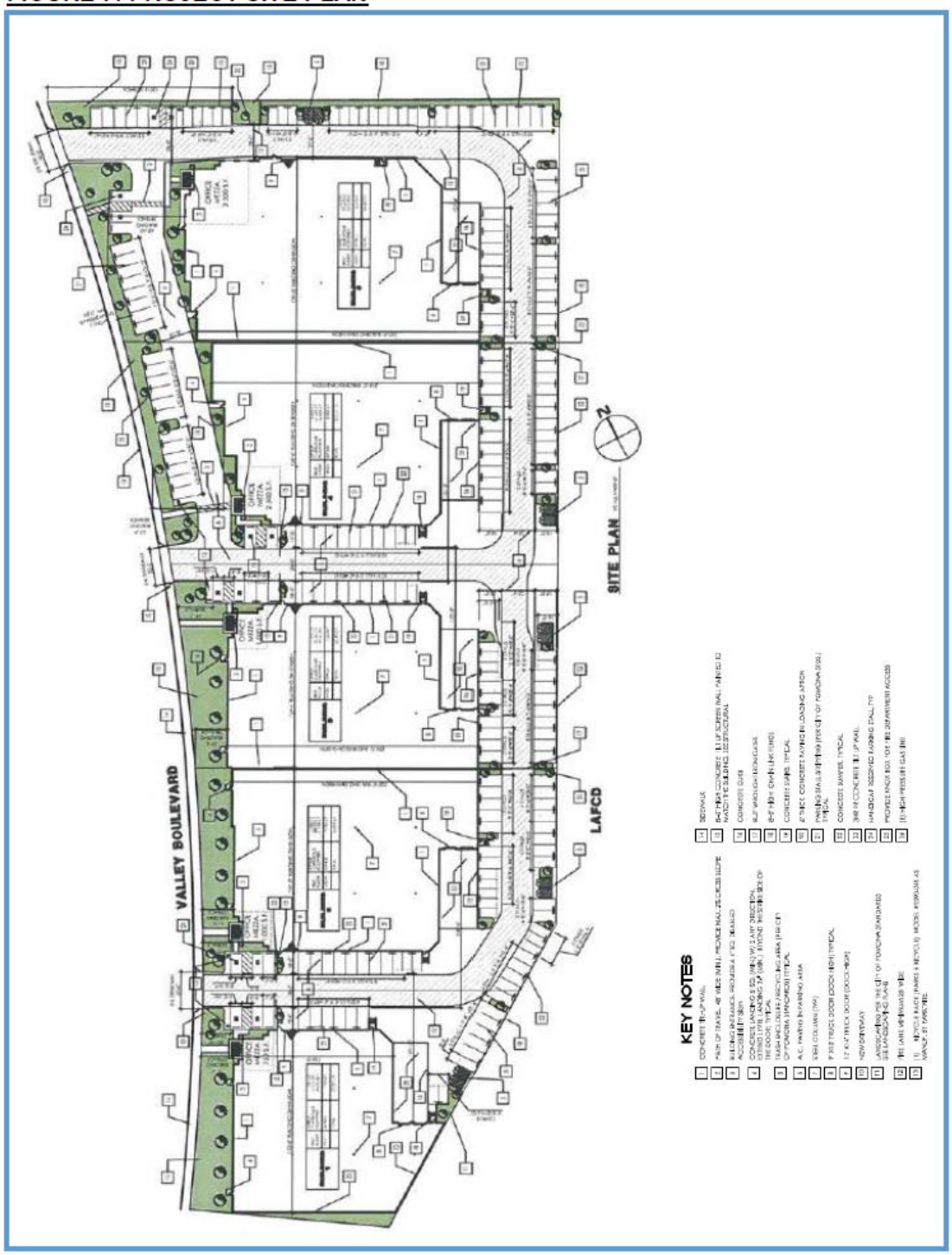
The floor area of Building 1 will be 21,500; the floor area of Building 2 will be 28,000 square feet; the floor area of Building 3 will be 26,400 square feet; the floor area of Building 4 will be 33,500 square feet; and the floor area of Building 5 will be 36,500 square feet. Access to the proposed project will be provided by three new driveways located on the east side of Valley Boulevard. The Applicant and the City of Pomona also intends to pursue the annexation of those portions of the existing parcels located in the unincorporated County area into the City of Pomona. The proposed project also involves the approval of a Tentative Tract Map (TTM 72088).

Vehicular access (personal vehicles and trucks) will be provided by three, 30-foot driveway connections with the east side of Valley Boulevard. The driveways will accommodate two lanes, one lane for ingress and one lane for egress. The internal drive aisles will connect the three driveways with the drive aisle that will extend into the development and along the site's easterly side.

Surface parking will consist of 205 parking spaces. Of the total, 11 parking spaces will be ADA, 46 spaces will be compact spaces, and the remaining 148 spaces will be standard size spaces. Parking spaces will be provided along the front elevation of each building, along the rear of the buildings, and along the east and north perimeters of the project site. Each building will have its own assigned parking.

Figure 7 shows the proposed site plan for the project.

FIGURE 7: PROJECT SITE PLAN



Walnut Business Park Warehouse Project: Traffic Impact Analysis (TIA) Report
April 21, 2017

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PROJECT TRIP GENERATION

In order to accurately assess future traffic conditions with the proposed project, trip generation estimates were developed for the project. Trip generation rates for the project are based on the nationally recognized recommendations contained in "Trip Generation" manual, 9th edition, published by the Institute of Transportation Engineers (ITE). ITE also provides information on percentage of truck traffic associated with this type of land use. Approximately 20% of all vehicular trips generated by a warehouse are assumed to be truck trips. A truck trip is generally equivalent to 2 passenger car trips on an average. Therefore, a 2.0 factor was applied to the number of truck trips to estimate passenger car equivalent (PCE) trips generated by the trucks.

Table 5 shows a summary of trip generation estimates for the project. It is estimated that the project will generate approximately 624 net PCE trips per average day (312 inbound and 312 outbound). The average weekday net new peak hour PCE trips will be approximately 53 trips during the AM peak hour (42 inbound and 11 outbound), and 56 trips during the PM peak hour (20 inbound and 36 outbound).

TRIP DISTRIBUTION AND ASSIGNMENT

Arrival and departure distribution patterns for project-generated traffic were estimated based upon a review of circulation patterns within the study area network and regional traffic generation and attraction characteristics.

Figure 8 depicts the regional trip distribution percentages to and from the site.

Figure 9 depicts project traffic volumes at key circulation locations during the AM and PM peak hours.

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TABLE 5
TRIP GENERATION BY WALNUT BUSINESS PARK WAREHOUSE PROJECT

ITE Code	Size & Unit	Trip Generation Rate							Average Traffic Volume						
		Daily Total	AM Peak Hour			PM Peak Hour			Daily Total	AM Peak Hour			PM Peak Hour		
			Total	%IN	%OUT	Total	%IN	%OUT		IN	OUT	Total	IN	OUT	Total
TOTAL VEHICLE TRIP GENERATION															
150	145,900 GSF	3.56	0.30	79%	21%	0.32	36%	64%	520	35	9	44	17	30	47
TRUCK TRIP GENERATION (20% OF VEHICULAR TRIPS)															
Truck Trips									104	7	2	9	3	6	9
PASSENGER CAR EQUIVALENT (PCE) TRIP GENERATION															
Trucks in PCE (1 Truck = 2 Passenger Cars)									208	14	4	18	6	12	18
Non-truck (Passenger Car Equivalent) Trips									416	28	7	35	14	24	38
Net New Trips in PCE									624	42	11	53	20	36	56

Note: All trip rates are average rates
Ref: Institute of Transportation Engineers (ITE)'s "Trip Generation". 9th Edition, 2010

FIGURE 8: PERCENTAGES OF PROJECT RELATED TRIP DISTRIBUTION

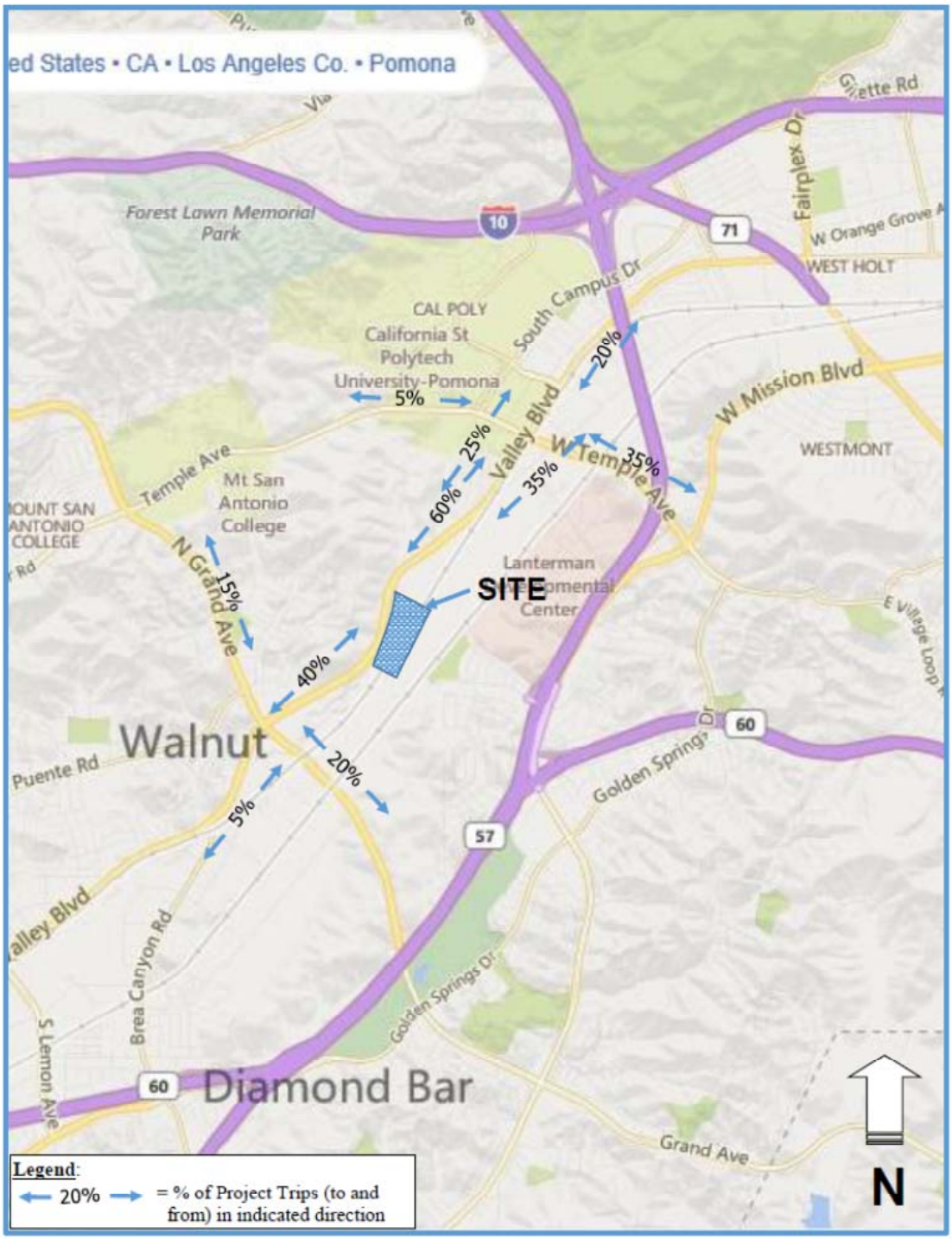
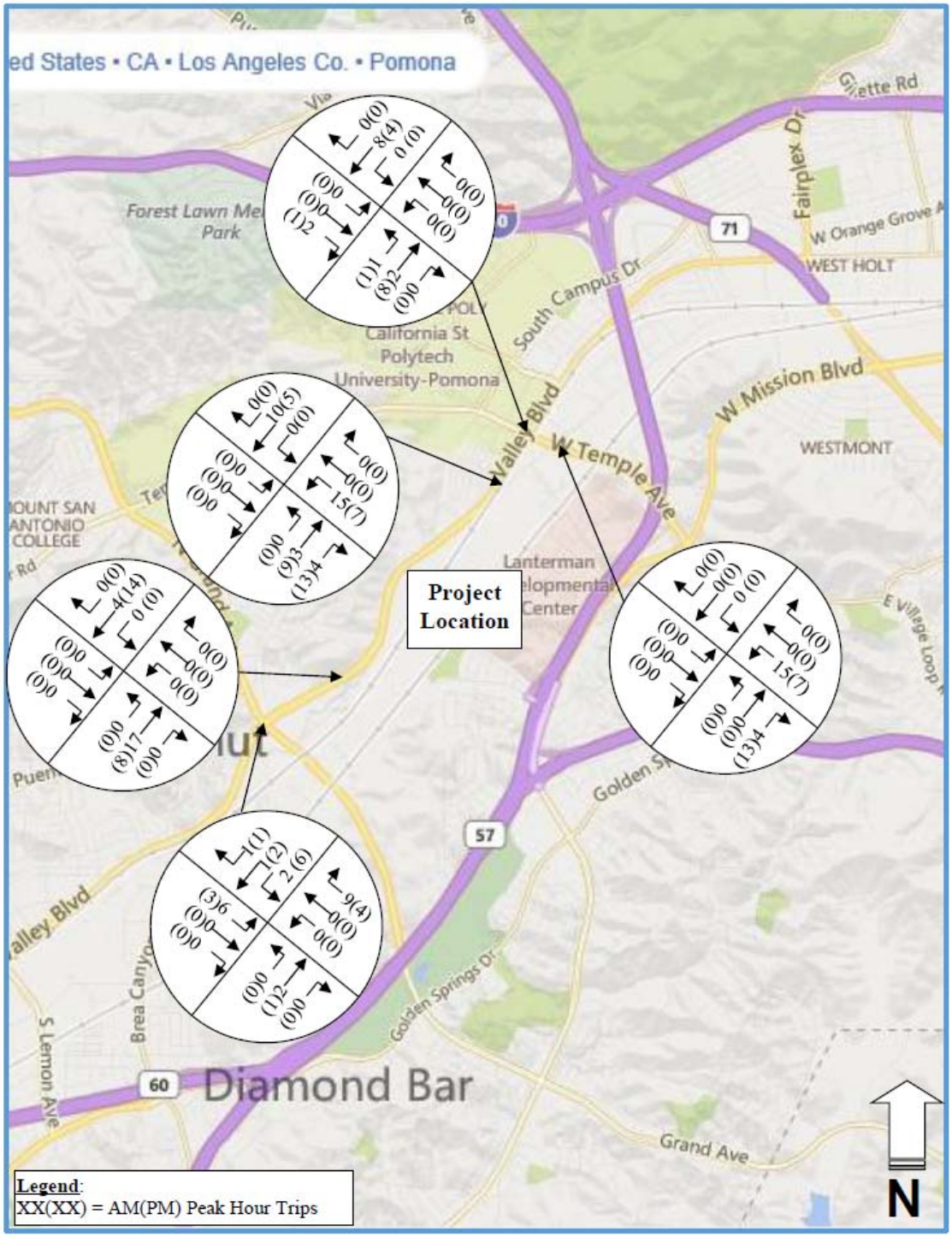


FIGURE 9: DISTRIBUTION OF PROJECT TRAFFIC



2017 CUMULATIVE CONDITIONS WITH PROJECT TRAFFIC

2017 POST-PROJECT CUMULATIVE TRAFFIC VOLUMES WITH PROJECT

The 2017 cumulative post-project traffic volumes were estimated by adding project related traffic volumes to the 2017 pre-project traffic volumes with 2.0% per year ambient growth and related project traffic. **Figure 10** shows Year 2017 post-project cumulative volumes for AM and PM peak hours.

Year 2017 post-project cumulative (i.e., existing plus ambient traffic plus related project plus project traffic) conditions were evaluated using the 2010 Highway Capacity Manual (HCM) operational delay method of level of service (LOS) analysis for signalized intersections. The LOS and V/C ratios for the study intersections under 2017 post-project cumulative conditions (with project) are summarized in **Table 6**. Detailed calculations relating to the study intersections, performed with Synchro traffic analysis software, are included in the Technical Appendix of this report.

The results indicate that, all the study intersections will continue to operate at a Level of Service (LOS) D or better (i.e., within the range of acceptable thresholds of LOS A through D) during the AM and PM peak hours under existing plus project traffic conditions.

FIGURE 10: FUTURE 2017 POST-PROJECT CUMULATIVE TRAFFIC VOLUMES

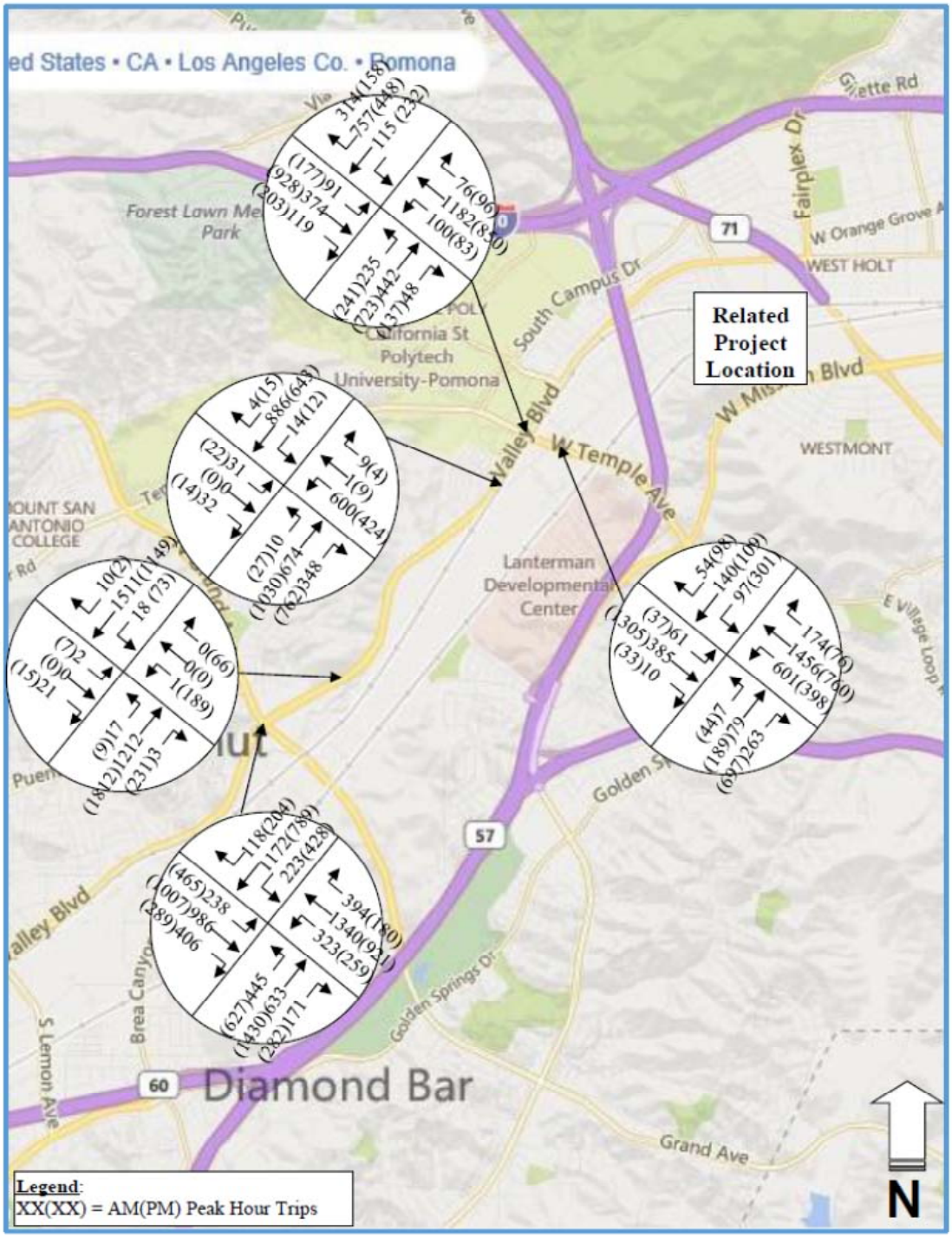


TABLE 6
FUTURE 2017 LEVEL OF SERVICE SUMMARY WITH PROJECT

Intersection	Peak Hour	Future 2017 Conditions With Project	
		LOS	Delay, Sec
1. Valley Boulevard and Grand Avenue	AM PM	C D	29.5 50.4
2. Valley Boulevard and Shopping Center Driveway	AM PM	A A	1.2 8.3
3. Valley Boulevard and Pomona Boulevard	AM PM	B B	19.3 10.8
4. Valley Boulevard and Temple Avenue	AM PM	B B	14.9 19.6
5. Temple Avenue and Pomona Boulevard	AM PM	D C	35.5 30.5

PROJECT IMPACT AND MITIGATION MEASURES

As indicated in the previous section, all of the study intersections would operate at an acceptable level of service (i.e., within the range of acceptable thresholds of LOS A through LOS D) during the AM or the PM peak hours with 2017 post-project cumulative traffic volumes with project. The project's off-site traffic impact would not be considered significant at any of these intersections based on operational delay and level of service expected after the project. A project's traffic impact is determined to be significant if the project generated traffic volume causes the intersection to deteriorate to LOS E and F.

The results of future traffic (with and without Project) scenarios' LOS analysis have been summarized in **Table 7** to compare Project's traffic impact at key intersections.

As shown in **Table 7**, the project traffic would not cause any of the study intersections to deteriorate to LOS E or F, and, therefore, would not exceed the significance thresholds of project-related impacts.

Since the project's traffic impacts would not be significant at any of the off-site intersections, no off-site intersection mitigation measures would be necessary for the development of this project.

SITE ACCESS ANALYSIS

The project will provide three 30-foot wide full access driveways on Valley Boulevard. **Figure 11** shows total project traffic at the driveways. A maximum of 30 vehicles (passenger car equivalent) will enter the site during the peak hour from the north by making a left turn movement. A maximum of 10 vehicles (passenger car equivalent) will exit the site during the peak hour to travel south by making a left turn movement. Similarly, a maximum of 12 vehicles (passenger car equivalent) will enter the site during the peak hour from the south by making a right-turn movement. A maximum of 26 vehicles (passenger car equivalent) will exit the site during the peak hour to travel north by making a right-turn movement. Although there will be 3 driveways on Valley Boulevard, the middle driveway will provide access to a majority of these vehicles, 20% of these vehicles will be trucks or heavy vehicles. Therefore, project design should include a southbound left-turn lane of approximately 150 feet in the median of Valley Boulevard in front of the middle driveway. For a travel speed of 45 miles per hour on Valley Boulevard, a minimum of 590 feet clear sight distance should be available for these entering vehicles. The other two driveways should be restricted to right-turn in and right-turn out movements only. However, due to curvature of Valley Boulevard at these driveways, adequate sight distance must be maintained in designing these driveways.

TABLE 7
FUTURE 2017 LEVEL OF SERVICE SUMMARY WITH AND WITHOUT PROJECT

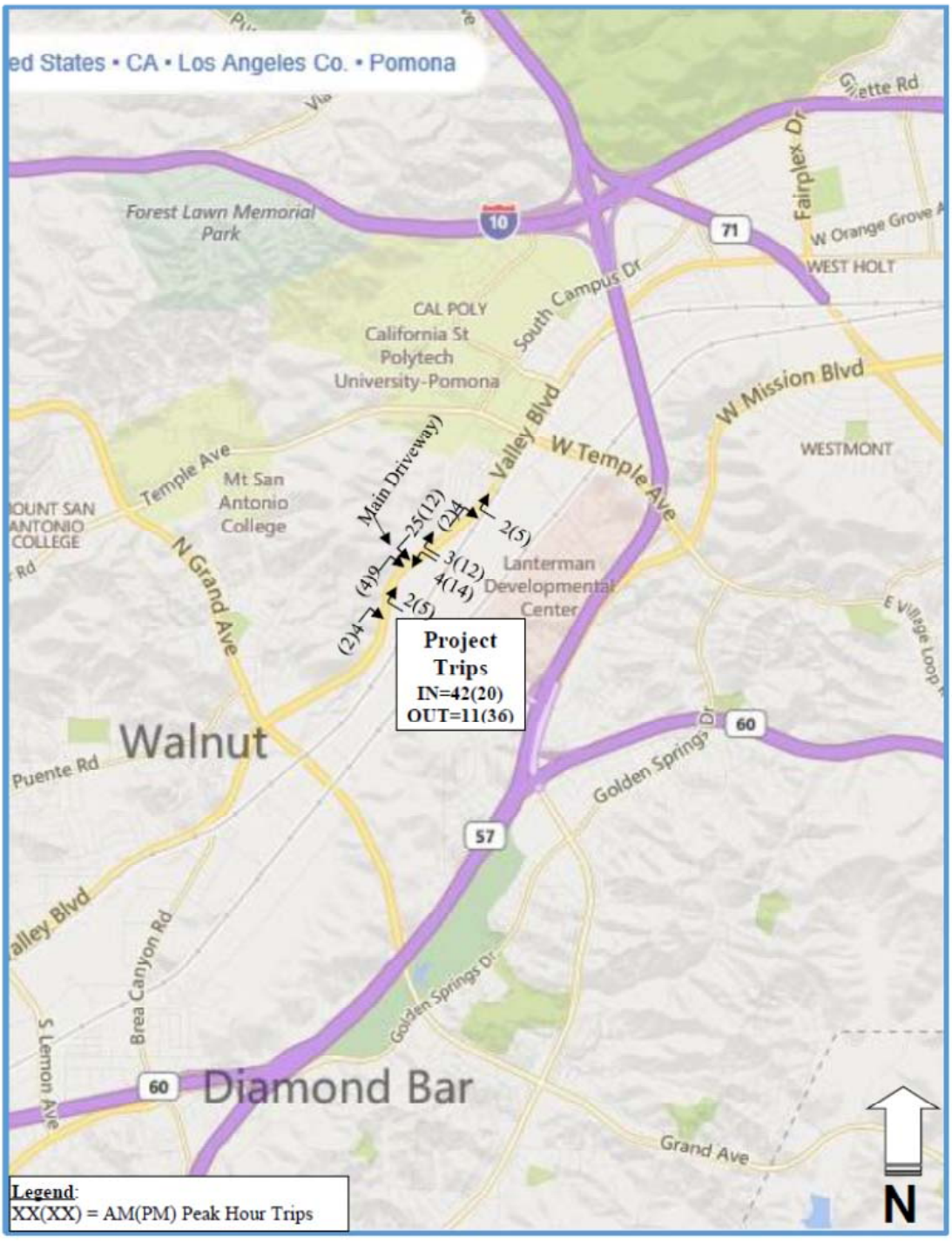
Intersection	Peak Hour	Future 2017 Conditions				Increase in Delay by Project, Sec
		Without Project		With Project		
		LOS	Delay, Sec	LOS	Delay, Sec	
1. Valley Boulevard and Grand Avenue	AM	C	29.4	C	29.5	0.1
	PM	D	49.9	D	50.4	0.5
2. Valley Boulevard and Shopping Center Driveway	AM	A	1.2	A	1.2	0.0
	PM	A	8.3	A	8.3	0.0
3. Valley Boulevard and Pomona Boulevard	AM	B	18.1	B	19.3	1.2
	PM	B	10.5	B	10.8	0.3
4. Valley Boulevard and Temple Avenue	AM	B	14.8	B	14.9	0.1
	PM	B	18.6	B	19.6	1.0
5. Temple Avenue and Pomona Boulevard	AM	C	32.7	D	35.5	2.8
	PM	C	27.7	C	30.5	2.8

SAFETY AND OPERATION IMPROVEMENT ANALYSIS

The project's middle driveway should be designed to provide full access for entering (by left-turn or right-turn movements) and exiting vehicles (by left-turn or right-turn movements). However, project design should include a minimum of 590 feet clear sight distance for vehicles at this driveway. Since Valley Boulevard has a raised center median at the project frontage, the northerly and southerly driveways should be restricted for right-turn in and right-turn out movements only.

There will be a maximum of 12 vehicles (passenger car equivalent) entering the site during the peak from Valley Boulevard by making a right-turn movement. This low volume will not warrant a right-turn only lane at the driveways. A traffic signal should be considered at the middle (main) driveway if adequate sight distance (approximately 590 feet) cannot be provided from the driveway. A signal system will not be warranted based on the low volume of traffic using the driveway, however, a signal system, if installed, will greatly facilitate truck movements in and out of the project.

FIGURE 11: PROJECT TRAFFIC AT DRIVEWAYS



PARKING DEMAND ANALYSIS

Adequate parking spaces will be provided on-site for the proposed Walnut Business Park Warehouse project in accordance with the parking code requirements of the City of Pomona. The City's parking codes require 1 space for each one thusand square feet of warehouse uses. Accordingly, for the proposed 145,900 gross square feet warehouse project, the required space would be a total of 146.

The project's site plan indicates that the surface parking will consist of 205 parking spaces. Of the total, 11 parking spaces will be ADA, 46 spaces will be compact spaces, and the remaining 148 spaces will be standard size spaces. Parking spaces will be provided along the front elevation of each building, along the rear of the buildings, and along the east and north perimeters of the project site. Each building will have its own assigned parking.

CONCLUSION

Based on the results of the traffic impact analysis, the proposed Walnut Business Park Warehouse project would not significantly impact any of the key intersections analyzed in the surrounding roadway system. All the study intersections would continue to operate at an acceptable level of service (i.e., at LOS A through D) during the AM and PM peak hours. The addition of project traffic will not increase the traffic volume at these intersections beyond the significance thresholds of project related impacts as defined in the City's Traffic Study Guidelines. Therefore, no off-site intersection mitigation measures would be necessary for the development of this project. However, a median turn-lane on Valley Boulevard should be provided at the main project driveway for safe left-turn access from the north, as well as adequate sight distance will need to be maintained at all three driveways.

Exhibit B

TRAFFIC IMPACT STUDY SCOPE
CITY OF POMONA

Project Name:	Walnut Business Park Warehouse/Distribution Center
Project Address:	22122 Valley Boulevard, Pomona
Project Description:	Development of three single-story warehouse/distribution buildings, totaling approx. 145,900 square feet, and related improvements

	Consultant	Developer
Name:	Crown City Engineering Patrick B. Lang, P.E	
Address:	1475 Glen Oaks Boulevard Pasadena, CA 91105	
Telephone: E-mail:	626-795-9769 patrick@crowncityengineering.com	

A. Trip Generation

Existing Land Use	Vacant	Proposed Land Use	Warehouse
Existing Zoning	M-1 (Light Industrial)	Proposed Zoning	M-1 (Light Industrial)

	In	Out	Total
AM Peak Hour	42	11	53
PM Peak Hour	20	36	56

B. Trip Distribution

Attach graphical representation (Please see attached)

C. Background Traffic

2017 (Existing traffic with 2% per year growth + Related project traffic)

D. Study Intersections

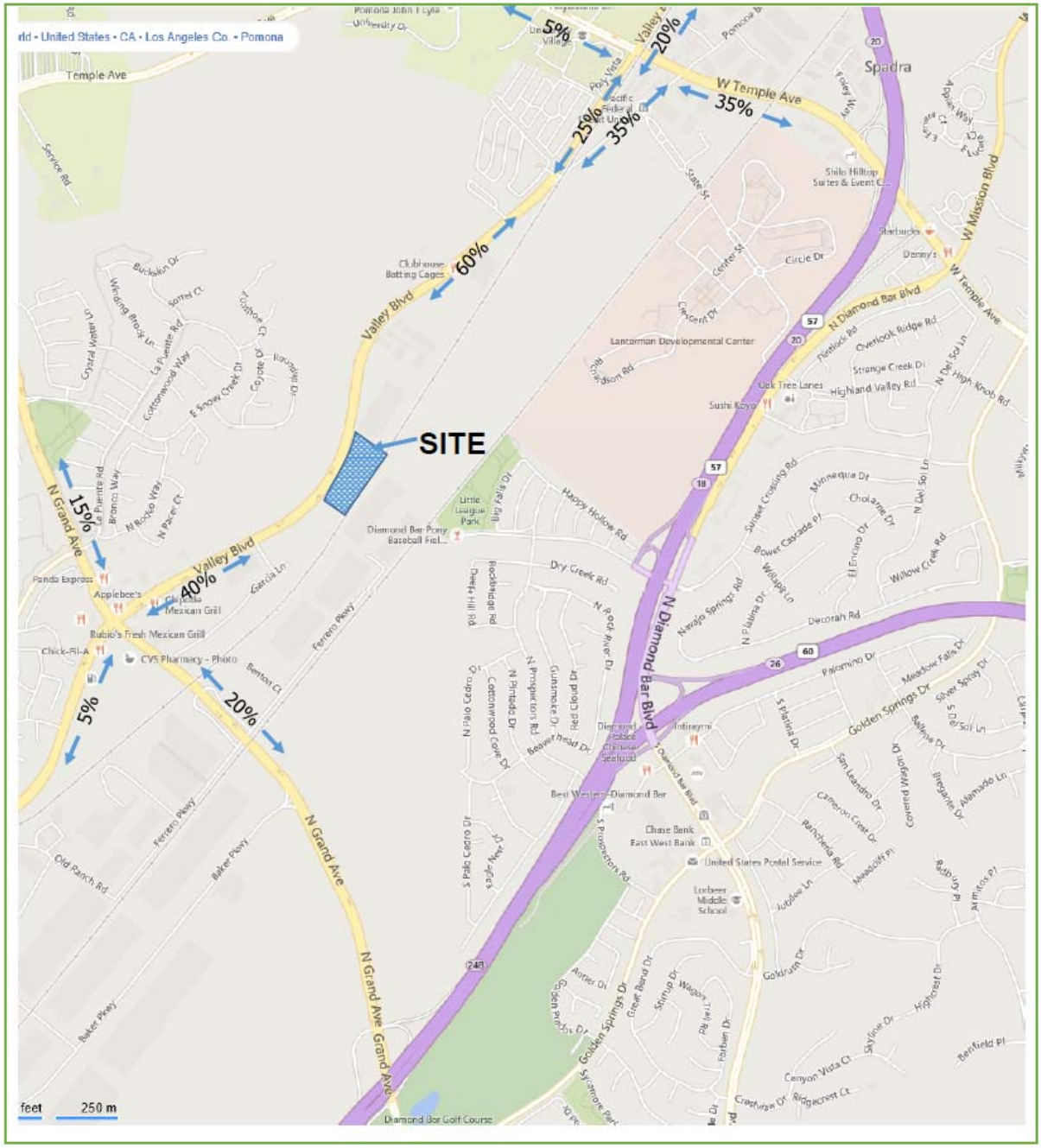
1. Grand Avenue and Valley Boulevard	2. Valley Boulevard and Shop. Center Driveway
3. Valley Boulevard and Temple Avenue	
4. Valley Boulevard and Pomona Boulevard	
5. Temple Avenue and Pomona Boulevard	

E. Specific issues to be addressed in the Study

Approved By:

City of Pomona Traffic Engineering:	
Date:	

Directional Trip Distribution



MITIGATION MONITORING & REPORTING PROGRAM

INITIAL STUDY & MITIGATED NEGATIVE DECLARATION

WALNUT BUSINESS PARK
POMONA AND WALNUT, CALIFORNIA

LEAD AGENCY:

CITY OF POMONA
DEVELOPMENT SERVICES DEPARTMENT,
PLANNING DIVISION
505 SOUTH GARVEY AVENUE
POMONA, CALIFORNIA 91766

REPORT PREPARED BY:

BLODGETT BAYLOSIS ENVIRONMENTAL PLANNING
16388 E. COLIMA ROAD, SUITE 206J
HACIENDA HEIGHTS, CALIFORNIA 91745

NOVEMBER 8, 2017

PMNA 006

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1. OVERVIEW OF THE PROJECT

The City of Pomona is the designated Lead Agency for the proposed project's environmental review. The City of Pomona Development Services Department, Planning Division, is reviewing a request to construct an industrial development consisting of five concrete tilt-up buildings (referred to as Building 1 through Building 5). The project site consists of 5.76 acres and is located at 22122 Valley Boulevard. The Los Angeles County Assessor's Parcel Numbers (APNs) that are applicable to the project site are 8709-026-004 and 8709-026-061. The parcels include a small area located within the corporate boundaries of the City of Pomona and the remainder is in an unincorporated County area.

The combined floor area of the five buildings will be 145,900 square feet. The floor area of Building 1 will be 21,500 square feet; the floor area of Building 2 will be 28,000 square feet; the floor area of Building 3 will be 26,400 square feet; the floor area of Building 4 will be 33,500 square feet; and the floor area of Building 5 will be 36,500 square feet. Access to the proposed project will be provided by three new driveways located on the east side of Valley Boulevard. The Applicant and the City of Pomona also intend to pursue the annexation of those portions of the project site that are located in the unincorporated County area into the City of Pomona. The proposed project also involves the approval of a Conditional Use Permit (CUP 12-012), Tentative Parcel Map 73474 (TPM 7550-2017), General Plan Amendment (GPA 5394-2016), and a Change of Zone (ZONE 5395-2016).

As part of the project's environmental review, the City of Pomona authorized the preparation of the attached Initial Study. The Initial Study provides an evaluation of the environmental impacts of the proposed project and determines the nature and scope of the subsequent environmental analysis, mitigation, and review that may be required. Although this Initial Study was prepared with consultant support, the analysis, conclusions, and findings made as part of its preparation, fully represent the independent judgment and position of the City of Pomona, acting as the Lead Agency. The project Applicant is Chalmers Equity Group, LLC, with its office located at 7901 S. Crossway Drive, Pico Rivera, California, 90660.

2. FINDINGS OF THE ENVIRONMENTAL ASSESSMENT

The Initial Study prepared for the proposed project indicated that the proposed project is not expected to result in significant adverse environmental impacts, upon implementation of the required mitigation measures. The following Mandatory Findings of Significance can be made as set forth in Section 15065 of the CEQA Guidelines, as amended, based on the results of this environmental assessment:

- The proposed project *will not* have the potential to degrade the quality of the environment.
- The proposed project *will not* have the potential to achieve short-term goals to the disadvantage of long-term environmental goals.
- The proposed project *will not* have impacts that are individually limited, but cumulatively considerable, when considering planned or proposed development in the immediate vicinity.
- The proposed project *will not* have environmental effects that will adversely affect humans, either directly or indirectly.

3. FINDINGS RELATED TO MITIGATION MONITORING

Section 21081(a) of the Public Resources Code states that findings must be adopted by the decision-makers coincidental to the approval of a Mitigated Negative Declaration. These findings shall be incorporated as part of the decision-maker's findings of fact, in response to AB-3180. In accordance with the requirements of Section 21081(a) and 21081.6 of the Public Resources Code, the following additional findings may be made:

- A mitigation reporting or monitoring program will be required;
- Site plans and/or building plans, submitted for approval by the responsible monitoring agency, shall include the required standard conditions; and,
- An accountable enforcement agency or monitoring agency shall be identified for the mitigations adopted as part of the decision-maker's final determination.

4. MITIGATION MEASURES

The analysis determined that the proposed project would not result in any significant adverse aesthetic impacts. Because light sensitive receptors are found in the vicinity of the project site, the following mitigation is required in order to minimize the potential impacts to the greatest extent possible:

Mitigation Measure No. 1 (Aesthetic Impacts). The Applicant must ensure that appropriate light shielding is provided for the lighting equipment in the parking area, buildings, and security as a means to limit glare and light trespass. The plan for the lighting must be submitted to the Chief Building Official and the Development Services Manager for review and approval prior to the issuance of any building permits.

Mitigation Measure No. 2 (Aesthetic Impacts). A project site parking and street lighting plan and an exterior photometric plan indicating the location, size, and type of existing and proposed lighting shall be prepared by the Applicant and submitted for review and approval by the Chief Building Official and the Development Services Manager.

The following mitigation measures would be required in the event that an archaeological or paleontological resource is discovered during the construction of the proposed project:

Mitigation Measure No. 3 (Cultural Resource Impacts). In the unlikely event that a human burial or archaeological resources are encountered, all construction activities shall be halted and the Pomona Police Department will be contacted (the Department will then contact the County Coroner). Title 14; Chapter 3; Article 5; Section 15064.5 of CEQA will apply in terms of the identification of significant archaeological resources and their salvage. This section of CEQA, among other things, incorporates provisions previously contained in Appendix K of the Guidelines.

Mitigation Measure No. 4 (Cultural Resource Impacts). If a paleontological resource is unearthed during construction, all construction related activities must cease immediately. The Applicant will need to seek the advice of a qualified paleontologist/geologist to see if the resource is deemed to be significant. In the event that the paleontological and/or geologic feature has been determined to be significant, the provisions outlined in Title 14; Chapter 3; Article 5; Section 15064.5 of CEQA will apply.

As indicated previously, the site's hydrological characteristics will not substantially change due to the extent of the existing hardscape surfaces within the project site. However, the following mitigation is required as a means to ensure that water run-off and water quality impacts are mitigated:

Mitigation Measure No. 5 (Hydrology & Water Quality Impacts). Prior to issuance of any grading permit for the project that will result in soil disturbance of one or more acres of land, the Applicant shall demonstrate that coverage has been obtained under California's General Permit for Stormwater Discharges Associated with Construction Activity by providing a copy of the Notice of Intent (NOI) submitted to the State Water Resources Control Board and a copy of the subsequent notification of the issuance of a Waste Discharge Identification (WDID) Number or other proof of filing shall be provided to the Chief Building Official and the City Engineer.

Mitigation Measure No. 6 (Hydrology & Water Quality Impacts). The Applicant shall prepare and implement a Storm Water Pollution Prevention Plan (SWPPP). The SWPPP shall be submitted to the Chief Building Official and City Engineer prior to the issuance of a grading permit. The Applicant shall register their SWPPP with the State of California. A copy of the current SWPPP shall be kept at the project site and be available for review on request.

Mitigation Measure No. 7 (Hydrology & Water Quality Impacts). All catch basins and public access points that cross or abut an open channel shall be marked by the Applicant with a water quality label in accordance with City standards. This measure must be completed and approved by the City Engineer prior to the issuance of a Certificate of Occupancy.

Mitigation Measure No. 8 (Hydrology & Water Quality Impacts). The Applicant shall be responsible for the construction of all on-site drainage facilities as required by the City Engineer.

The analysis determined that the following mitigation measures would be required as a means to reduce potential construction noise impacts.

Mitigation Measure No. 9 (Noise Impacts). All construction activities must comply with Section 18.305.3 of the City of Pomona Municipal Code, which limits construction activities to the hours between 7:00 AM and 8:00 PM. In addition, construction noise shall not exceed 65 dBA as indicated in the code.

Mitigation Measure No. 10 (Noise Impacts). Construction equipment staging and storage areas should be located as far from nearby residential uses as possible.

Mitigation Measure No. 11 (Noise Impacts). All construction equipment should be properly maintained with operating mufflers and air intake silencers as effective as those installed by the original manufacturer.

The traffic analysis concluded that the project may create significant traffic-related impacts. Therefore, the following mitigation is required:

Mitigation Measure No. 12 (Traffic Impacts). No on-street parking will be permitted along the site's Valley Boulevard frontage. Appropriate curb striping and/or signage must be provided. The Applicant will be responsible for the implementation of the necessary controls. All such traffic controls must be approved by the City.

Mitigation Measure No. 13 (Traffic Impacts). All truck maneuvering and queuing must be completed on-site. No trailer drop offs or queuing within the public right-of-way will be permitted.

5. MITIGATION MONITORING

The monitoring and reporting on the implementation of these measures, including the period for implementation, monitoring agency, and the monitoring action, are identified in Table 1 provided below and on the following pages.

TABLE 1
MITIGATION MONITORING PROGRAM

Measure	Enforcement Agency	Monitoring Phase	Verification
Mitigation Measure No. 1 (Aesthetic Impacts). The Applicant must ensure that appropriate light shielding is provided for the lighting equipment in the parking area, buildings, and security as a means to limit glare and light trespass. The plan for the lighting must be submitted to the Chief Building Official and the Development Services Manager for review and approval prior to the issuance of any building permits.	City of Pomona Development and Neighborhood Services Department. ● *(The Applicant is responsible for implementation)*	*Prior to issuance of Building Permits.* ● Mitigation to continue over the project's operational lifetime.	Date: Name & Title:
Mitigation Measure No. 2 (Aesthetic Impacts). A project site parking and street lighting plan and an exterior photometric plan indicating the location, size, and type of existing and proposed lighting shall be prepared by the Applicant and submitted for review and approval by the Chief Building Official and the Development Services Manager.	City of Pomona Development Services Manager and the City of Pomona Chief Building Official. ● *(The Applicant is responsible for implementation)*	Prior to issuance of Building Permits. ● Mitigation to continue over the project's operational lifetime.	Date: Name & Title:
Mitigation Measure No. 3 (Cultural Resource Impacts). In the unlikely event that a human burial or archaeological resources are encountered, all construction activities shall be halted and the Pomona Police Department will be contacted (the Department will then contact the County Coroner). Title 14; Chapter 3; Article 5; Section 15064.5 of CEQA will apply in terms of the identification of significant archaeological resources and their salvage. This section of CEQA, among other things, incorporates provisions previously contained in Appendix K of the Guidelines.	City of Pomona Development and Neighborhood Services Department. ● *(The Applicant is responsible for implementation)*	*During the project site's grading phase.* ● Mitigation ends once grading is complete.	Date: Name & Title:
Mitigation Measure No. 4 (Cultural Resource Impacts). If a paleontological resource is unearthed during construction, all construction related activities must cease immediately. The Applicant will need to seek the advice of a qualified paleontologist/geologist to see if the resource is deemed to be significant. In the event that the paleontological and/or geologic feature has been determined to be significant, the provisions outlined in Title 14; Chapter 3; Article 5; Section 15064.5 of CEQA will apply.	City of Pomona Development and Neighborhood Services Department. ● *(The Applicant is responsible for implementation)*	*During the project site's grading phase.* ● Mitigation ends once grading is complete.	Date: Name & Title:

TABLE 1
MITIGATION-MONITORING PROGRAM (CONTINUED)

Measure	Enforcement Agency	Monitoring Phase	Verification
Mitigation Measure No. 5 (Hydrology & Water Quality Impacts). Prior to issuance of any grading permit for the project that will result in soil disturbance of one or more acres of land, the Applicant shall demonstrate that coverage has been obtained under California's General Permit for Stormwater Discharges Associated with Construction Activity by providing a copy of the Notice of Intent (NOI) submitted to the State Water Resources Control Board and a copy of the subsequent notification of the issuance of a Waste Discharge Identification (WDID) Number or other proof of filing shall be provided to the Chief Building Official and the City Engineer.	City of Pomona Chief Building Official and City Engineer ● *(The Applicant is responsible for implementation)*	*Prior to issuance of a grading permit.* ● Mitigation ends when construction is completed.	Date: Name & Title:
Mitigation Measure No. 6 (Hydrology & Water Quality Impacts). The Applicant shall prepare and implement a Storm Water Pollution Prevention Plan (SWPPP). The SWPPP shall be submitted to the Chief Building Official and City Engineer prior to the issuance of a grading permit. The Applicant shall register their SWPPP with the State of California. A copy of the current SWPPP shall be kept at the project site and be available for review on request.	City of Pomona Chief Building Official and City Engineer ● *(The Applicant is responsible for implementation)*	*Prior to issuance of a grading permit.* ● Mitigation ends when construction is completed.	Date: Name & Title:
Mitigation Measure No. 7 (Hydrology & Water Quality Impacts). All catch basins and public access points that cross or abut an open channel shall be marked by the Applicant with a water quality label in accordance with City standards. This measure must be completed and approved by the City Engineer prior to the issuance of a Certificate of Occupancy.	City of Pomona City Engineer ● *(The Applicant is responsible for implementation)*	*Prior to issuance of a Certificate of Occupancy.* ● Mitigation to continue over the project's operational lifetime.	Date: Name & Title:
Mitigation Measure No. 8 (Hydrology & Water Quality Impacts). The Applicant shall be responsible for the construction of all on-site drainage facilities as required by the City Engineer.	City of Pomona City Engineer ● *(The Applicant is responsible for implementation)*	*Prior to issuance of a Certificate of Occupancy.* ● Mitigation to continue over the project's operational lifetime.	Date: Name & Title:
Mitigation Measure No. 9 (Noise Impacts). All construction activities must comply with Section 18.305.3 of the City of Pomona Municipal Code, which limits construction activities to the hours between 7:00 AM and 8:00 PM. In addition, construction noise shall not exceed 65 dBA as indicated in the code.	City of Pomona Development and Neighborhood Services Department. ● *(The Applicant is responsible for implementation)*	*During the project's construction phase.* ● Mitigation ends when construction is complete.	Date: Name & Title:

TABLE 1
MITIGATION-MONITORING PROGRAM (CONTINUED)

Measure	Enforcement Agency	Monitoring Phase	Verification
Mitigation Measure No. 10 (Noise Impacts). Construction equipment staging and storage areas should be located as far from nearby residential uses as possible.	City of Pomona Development and Neighborhood Services Department. ● *(The Applicant is responsible for implementation)*	*During the project's construction phase.* ● Mitigation ends when construction is complete.	Date: Name & Title:
Mitigation Measure No. 11 (Noise Impacts). All construction equipment should be properly maintained with operating mufflers and air intake silencers as effective as those installed by the original manufacturer.	City of Pomona Development and Neighborhood Services Department. ● *(The Applicant is responsible for implementation)*	*During the project's construction phase.* ● Mitigation ends when construction is complete.	Date: Name & Title:
Mitigation Measure No. 12 (Traffic Impacts). No on-street parking will be permitted along the site's Valley Boulevard frontage. Appropriate curb striping and/or signage must be provided. The Applicant will be responsible for the implementation of the necessary controls. All such traffic controls must be approved by the City.	City of Pomona Development and Neighborhood Services Department. ● *(The Applicant is responsible for implementation)*	*During the project's operational lifetime.* ● Mitigation continues over the life of the project.	Date: Name & Title:
Mitigation Measure No. 13 (Traffic Impacts). All truck maneuvering and queuing must be completed on-site. No trailer drop offs or queuing within the public right-of-way will be permitted.	City of Pomona Development and Neighborhood Services Department. ● *(The Applicant is responsible for implementation)*	*During the project's operational lifetime.* ● Mitigation continues over the life of the project.	Date: Name & Title:

Exhibit D

CEQA Exemption and Environmental Assessment

22122 Valley Blvd Annexation

CEQA EXEMPTION AND ENVIRONMENTAL ASSESSMENT

VALLEY BOULEVARD PARCELS ANNEXATION
VALLEY BOULEVARD
POMONA, CALIFORNIA 91766

LEAD AGENCY:

CITY OF POMONA
DEVELOPMENT SERVICES DEPARTMENT,
PLANNING DIVISION
505 SOUTH GARVEY AVENUE
POMONA, CALIFORNIA 91766

REPORT PREPARED BY:

BLODGETT BAYLOSIS ENVIRONMENTAL PLANNING
2211 S. HACIENDA BOULEVARD, SUITE 107
HACIENDA HEIGHTS, CALIFORNIA 91745

DECEMBER 21, 2017

PMNA 006

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Section **Page**

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1. INTRODUCTION

Pursuant to the California Environmental Quality Act (CEQA) Guidelines, a Notice of Exemption (NOE) may be filed if the City of Pomona, in its capacity as the Lead Agency, determines that a proposed action or project is exempt from CEQA. According to the CEQA Guidelines, a NOE must contain the following information:

- A description of the proposed action or project;
- A finding that the proposed action or project is exempt, including a citation of the State CEQA Guidelines section or statute under which the project is found to be exempt; and,
- A brief statement in support of the finding.[1]

This NOE provides a description of the proposed project and indicates the applicable sections of CEQA that support the findings for the CEQA exemption, and discusses the Lead Agency's findings that are applicable to the proposed project. The analyses of potential impacts that support the NOE's findings are provided in the Environmental Assessment herein. This NOE and the supporting Environmental Assessment represents the City's independent judgment and position of the City of Pomona, in its capacity as the Lead Agency. The project Applicant is the City of Pomona Development Services Department, Planning Division, located at 505 South Garey Avenue, Pomona, California 91766.

2. PROJECT DESCRIPTION

2.1 PROJECT LOCATION

The project involves the annexation of four parcels located along the east side of Valley Boulevard. These four parcels are located in unincorporated Los Angeles County, though they will be annexed into the City of Pomona following the approval of the annexation request. The parcels that will be annexed into the City of Pomona include: 8709-027-004; 8709-027-005; 8709-027-012; and 8709-027-271.

The City of Pomona is located in the eastern portion of the San Gabriel Valley approximately 27 miles east of downtown Los Angeles and 26 miles west of the City of San Bernardino. The San Gabriel Mountains are located to the north of the City, and the San Jose and Puente Hills are located to the west. Pomona is bounded by the cities of Claremont, La Verne, and San Dimas on the north; unincorporated portions of San Bernardino County and the City of Montclair on the east; the cities of Chino, Chino Hills, and Diamond Bar on the south; and the cities of Walnut and Industry, unincorporated portions of Los Angeles County, and the California State Polytechnic University at Pomona (Cal Poly) on the west. A regional location map is provided in Exhibit 1 and a map of the City is provided in Exhibit 2.

[1] CEQA Guidelines California Code of Regulations, Title 14, Division 6, Chapter 3, Article 19. Categorical Exemptions. (Section 15300).

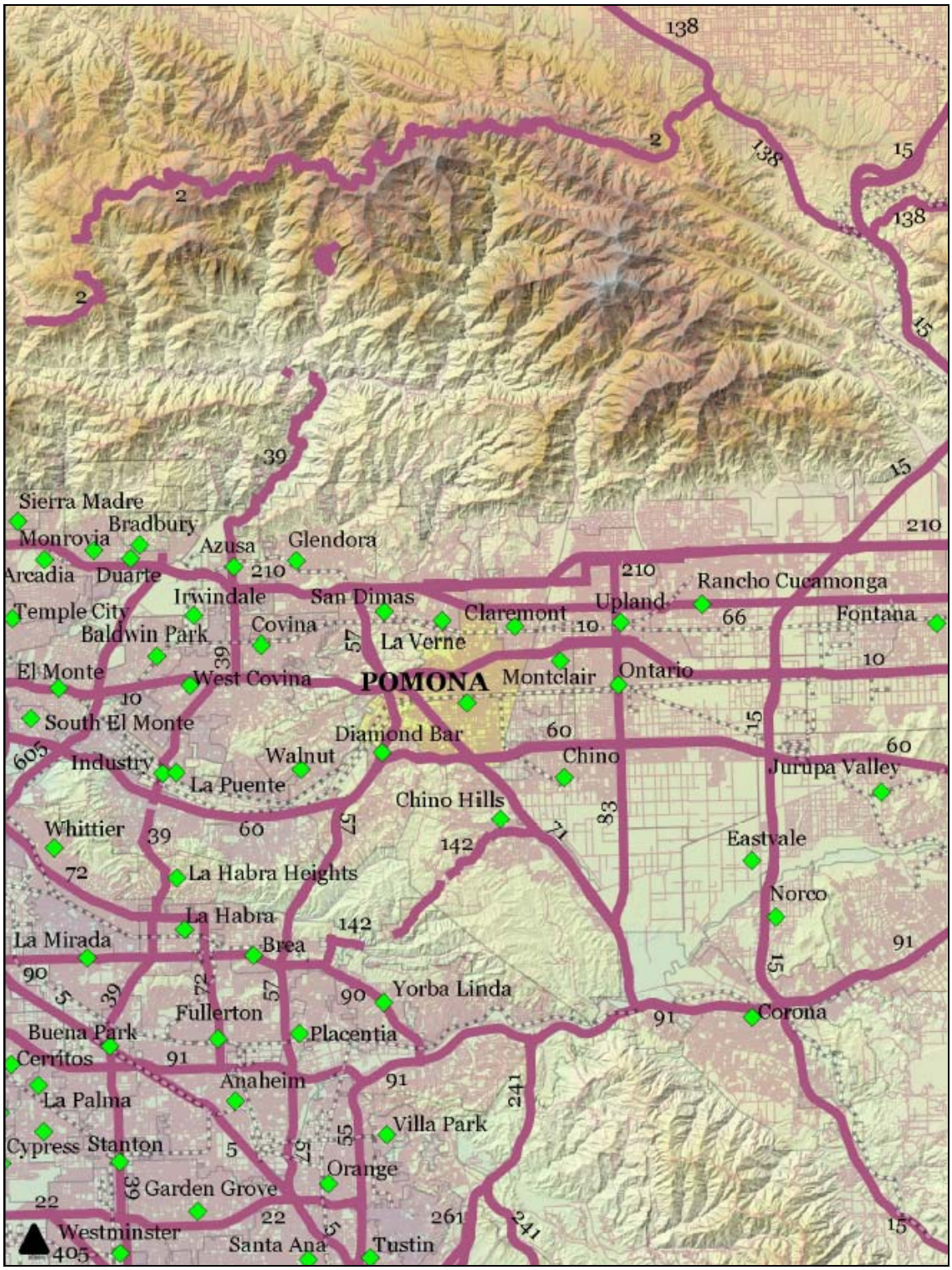

EXHIBIT 1
REGIONAL LOCATION
Source: Quantum GIS

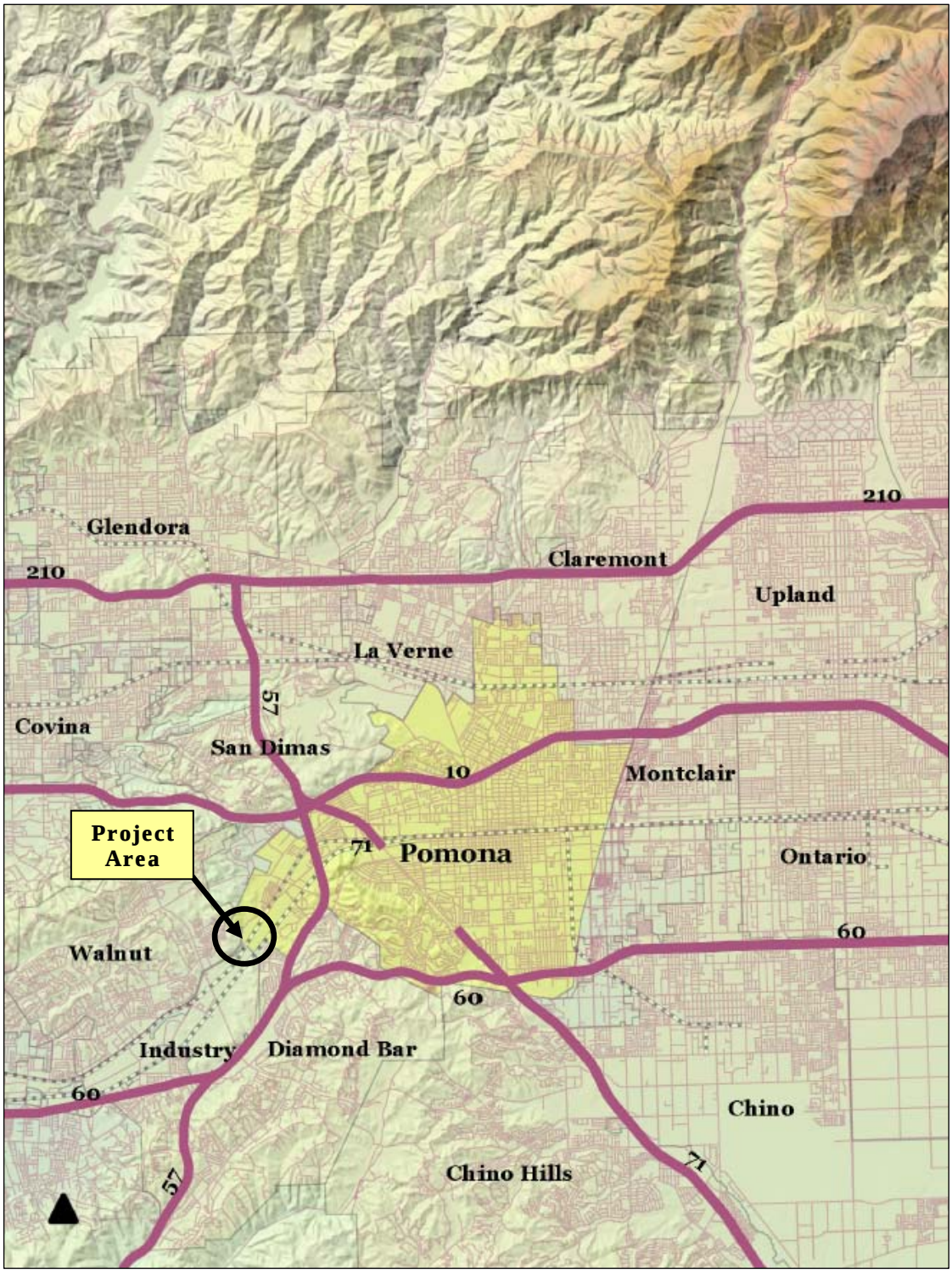

EXHIBIT 2
PROJECT'S LOCATION WITHIN THE CITY
Source: Quantum GIS

The project area is located along the east side of Valley Boulevard. The existing parcels are located in both the City of Pomona and the unincorporated portion of Los Angeles County. The project area is located approximately 1.25 miles south of Temple Avenue, and Grand Avenue is located approximately 0.6 miles to the southwest.

2.2 ENVIRONMENTAL SETTING

The properties that are subject to the proposed annexation (referred to herein as the annexation area) are located in the midst of an urbanized area located near the southwestern corner of the City of Pomona. An aerial photograph is presented in Exhibit 3. Surrounding land uses and development in the vicinity of the annexation area include the following:[2]

- *North of the annexation area.* Industrial uses abut the annexation area to the north.

- *South of the annexation area.* Faure Avenue extends along the south side of the annexation area.

- *West of the annexation area.* Valley Boulevard extends along the project area's westerly side. Open space and a large residential planned development are located further west of Valley Boulevard. The properties located to the west of Valley Boulevard are located within the corporate boundaries of the City of Walnut.

- *East of the annexation area.* San Jose Creek, a concrete-lined flood control channel, extends along the project area's easterly side. A railroad right-of-way is located further east, along the east side of the aforementioned flood control channel. Industrial and distribution uses are located further east.

The annexation area is comprised of four parcels presently occupied by California Coach Autobody and Paint. A second use is currently under construction. This new use is located just south of the California Coach. Ground cover consists of barren earth and paved surfaces. Other on-site improvements include light fixtures, utility poles, and ornamental landscaping such as grass and palm trees.[3]

2.3 PROJECT DESCRIPTION

As indicated previously, the project involves the annexation of four parcels located along the eastern side of Valley Boulevard. The "project" is an application to annex four parcels located in unincorporated Los Angeles County into the City of Pomona. These four parcels are located in unincorporated Los Angeles County and will be annexed into the City of Pomona. The proposed annexation will not lead to any new development or construction beyond that presently located within the annexation area. Furthermore, the proposed annexation will not alter the location of development (existing or permitted) within the annexation area.

[2] Blodgett Baylosis Environmental Planning. *Site survey*. Survey was conducted on December 19, 2017.

[3] Ibid.

EXHIBIT 3
AERIAL PHOTOGRAPH
Source: Google Earth

2.4 DISCRETIONARY ACTIONS

A Discretionary Action is an action taken by a government agency (for this project, the government agency is the City of Pomona) that calls for an exercise of judgment in deciding whether to approve a project. The proposed project will require the approval of an annexation request.

3. APPLICABLE CEQA EXEMPTION

The City of Pomona, acting as Lead Agency for the proposed annexation, has reviewed the proposed project and has determined that it is exempt from CEQA pursuant to the "General Rule" clause located in Section 15061(b)(3) of the CEQA Guidelines.

3.1 SECTION 15061(B)(3) GENERAL RULE EXEMPTION.

The City of Pomona has reviewed the proposed annexation and has determined that it is exempt according to the "General Rule" clause located under Section 15061(b)(3) of the CEQA Guidelines. According to Guidelines §15061(b)(3):

> *"An activity is covered by the general rule that CEQA applies only to projects which have the potential for causing a significant effect on the environment. Where it can be seen with certainty that there is no possibility that the activity in question may have a significant effect on the environment, the activity is not subject to CEQA."*

The analysis contained in Attachment I of this Notice of Exemption provides the necessary information to support this claim.[4]

4. FINDINGS SUPPORTING THE APPLICABLE CEQA EXEMPTION

The City of Pomona determined, following a preliminary evaluation of the proposed annexation, that it would not result in any significant effects on the environment. This determination is based on the following findings identified below.

FINDING #1. LAND USE COMPATIBILITY

The "project" is an application to annex four parcels located in unincorporated Los Angeles County into the City of Pomona. No new development will result from the annexation of the aforementioned parcels. In addition, no zone change or general plan amendment will be required to implement the proposed project.

FINDING #2. PROJECT SITE SIZE

The annexation area consists of four parcels totaling approximately 96,630 square feet (2.21 acres). The total land area for the four parcels is less than five acres.

[4] CEQA Guidelines California Code of Regulations, Title 14, Division 6, Chapter 3, Article 5. Preliminary Review of Projects and Conduct of Initial Study. (Section 15061).

FINDING #3. HABITAT VALUE

The proposed annexation area is surrounded by development on all sides. The annexation area's small size and its location along a major arterial roadway limit its utility as a habitat or an animal migration corridor. A review of the California Department of Fish and Wildlife California Natural Biodiversity Database (CNDDB) Bios Viewer indicated that there are three threatened or endangered species located within the San Dimas Quadrangle, which includes the City of Pomona.[5] The list of threatened and endangered species includes the California red legged frog, the least Bell's vireo, and the coastal California gnatcatcher. The annexation area and the surrounding areas are not conducive for the survival of any special status species due to the lack of suitable riparian habitat. Constant disturbance (noise and vibration) from vehicular traffic also limits the affected properties' utility as a migration corridor. Since the annexation area is located along a heavily-utilized roadway and lacks suitable habitat, its utility as a migration corridor is restricted.

FINDING #4 TRAFFIC

The "project" is an application to annex four parcels located in unincorporated Los Angeles County into the City of Pomona. No new development will result from the annexation of the aforementioned parcels and no new trips will be added to the local roadways. The annexation's implementation will not degrade any intersection's level of service.

FINDING #5 NOISE

The annexation area is located within an urbanized setting and the ambient noise characteristics reflect the surrounding urban environment. The predominant source of noise in the area is related to traffic on Valley Boulevard and stationary noise from the adjacent industrial uses. Noise sensitive receptors in the immediate area include the single-family residences located 827 feet to the northwest of the project area. The project is a request to annex four parcels located in unincorporated Los Angeles County into the City of Pomona. No new development will result from the annexation of the aforementioned parcels and the project's implementation will not introduce any new sources of noise to the area.

FINDING #6 AIR QUALITY

The annexation area is located within the South Coast Air Basin (SCAB). The SCAB covers a 6,600 square-mile area within Orange County and the non-desert portions of Los Angeles County, Riverside County, and San Bernardino County. Air quality in the SCAB is monitored by the South Coast Air Quality Management District (SCAQMD) at various monitoring stations located throughout the area. Measures to improve regional air quality are outlined in the SCAQMD's Air Quality Management Plan (AQMP). The most recent AQMP was adopted in 2016 and was jointly prepared with the California Air Resources Board (CARB) and the Southern California Association of Governments (SCAG). The AQMP will help the SCAQMD maintain focus on the air quality impacts of major projects associated with goods movement, land use, energy

[5] California Department of Fish and Wildlife. *BIOS viewer*. https://map.dfg.ca.gov/bios/?tool=cnddbQuick

efficiency, and other key areas of growth. The primary criteria pollutants that remain non-attainment in the local area include $PM_{2.5}$ and Ozone. Specific criteria for determining a project's conformity with the AQMP is defined in Section 12.3 of the SCAQMD's CEQA. The Air Quality Handbook refers to the two consistency criteria as a means to determine a project's conformity with the AQMP. *Consistency Criteria 1* refers to a proposed project's potential for resulting in an increase in the frequency or severity of an existing air quality violation or its potential for contributing to the continuation of an existing air quality violation. *Consistency Criteria 2* refers to a proposed project's potential for exceeding the assumptions included in the AQMP or other regional growth projections relevant to the AQMP's implementation. The project is a request to annex four parcels located in unincorporated Los Angeles County into the City of Pomona. No new development will result from the annexation of the aforementioned parcels and the project's implementation will not result in an increase in residents or employment. Due to the programmatic nature of the proposed project, no construction or operational emissions will be generated.

FINDING #7 WATER QUALITY

The project is a request to annex four parcels located in unincorporated Los Angeles County into the City of Pomona. No new development will result from the annexation of the aforementioned parcels. Due to the programmatic nature of the proposed project, no polluted runoff will be discharged into the local storm drains. In addition, no changes in runoff volume or velocity will occur since the annexation of the four parcels will not alter the existing conditions.

FINDING #8 GEOLOGY & SOILS

The project is a request to annex four parcels located in unincorporated Los Angeles County into the City of Pomona. No new development will result from the annexation of the aforementioned parcels. The United States Department of Agriculture's (USDA) Web Soil Survey was consulted to determine the nature of the soils that underlie the annexation area. According to the USDA Web Soil Survey, the site is underlain by Urban Land-Biscailuz-Pico complex association soils.[6] Urban Land-Biscailuz-Pico complex association soils have a slight risk for erosion; however, the placement of "permanent vegetative cover" will reduce the soil's erosion risk.[7] In addition, Urban Land-Biscailuz-Pico complex association soils are described as being used almost exclusively for residential and industrial development, as evident by the current level of urbanization present within the annexation area and surrounding areas.[8] The annexation area is located in an area that may be subject to liquefaction and landslides. According to the United States Geological Survey, liquefaction is the process by which water-saturated sediment temporarily loses strength and acts as a fluid. Essentially, liquefaction is the process by which the ground soil loses strength due to an increase in water pressure following seismic activity.[9] Per the guidelines indicated by the Pomona General Plan,

[6] United States Department of Agriculture. *Web Soil Survey*. https://websoilsurvey.sc.egov.usda.gov/App/WebSoilSurvey.aspx

[7] United States Department of Agriculture, Soil Conservation Service. *Report and General Soil Map, Los Angeles County, California*. Revised 1969. *And* United States Department of Agriculture. *Web Soil Survey*. https://websoilsurvey.sc.egov.usda.gov/App/WebSoilSurvey.aspx

[8] United States Department of Agriculture. *Web Soil Survey*. https://websoilsurvey.sc.egov.usda.gov/App/WebSoilSurvey.aspx

[9] U.S. Geological Survey. *About Liquefaction*. http://geomaps.wr.usgs.gov/sfgeo/liquefaction/aboutliq.html.

development occurring in a liquefaction zone is subject to the review from City building inspectors (7G.P27). The potential land slide risk will be mitigated by the provisions outlined in Policy 7G.P35 of the City of Pomona General Plan. Adherence to the standard conditions indicated by the Pomona General Plan will reduce impacts to levels that are less than significant.

FINDING #9 PUBLIC SERVICES – FIRE DEPARTMENT

The Los Angeles County Fire Department (LACoFD) serves the annexation area. Pomona is also served by the LACoFD (Division VIII). In addition to Pomona, Division VIII includes the neighboring cities of Diamond Bar, Walnut, Hacienda Heights, and Industry. There are 19 fire stations among the cities in Division VIII, eight of which are located in Pomona. If necessary, resources in adjacent jurisdictions provide additional support. Station 187 located at 3325 Temple Avenue is the first response station to the annexation area. LACoFD uses national guidelines of a five-minute response time for the first-arriving unit for fire and EMS responses and eight minutes for the advanced life support unit in urban areas. The actual response time in 2011-12 for the first-arriving unit was 4 minutes and 49 seconds. The implementation of the proposed annexation will not result in an increase in demand for fire protection services. The project is a request to annex four parcels located in unincorporated Los Angeles County into the City of Pomona. No new development will result from the annexation of the aforementioned parcels. The existing uses are currently served by the aforementioned fire station. These existing uses will continue to be served by the Los Angeles County Fire Department with the implementation of the proposed project.

FINDING #10 PUBLIC SERVICES - LAW ENFORCEMENT (POLICE) SERVICES

The Pomona Police Department (PPD) provides local law enforcement services for Pomona. The PPD provides services in crime investigation, offender apprehension, community awareness programs, traffic control, and other services. The first-response facilities include the Main station at 490 W. Mission Boulevard, the Traffic Bureau at 100 W. Commercial, and the Aero Bureau at 1905 McKinley in the nearby city of La Verne. The PPD consists of 163 sworn personnel and 106 non-sworn personnel. The average emergency response time in 2012 was 3.96 minutes for life threatening calls. Response time for crime in progress (Priority 1) is 9.68 minutes. The implementation of the proposed project will result in an increase in demand for police protection services from the City. The project is a request to annex four parcels located in unincorporated Los Angeles County into the City of Pomona. Although no new development will result from the annexation of the aforementioned parcels, the existing uses will fall under the jurisdiction of the PPD following the implementation from the proposed annexation. Tax revenue collected by the City from the newly annexed parcels will be distributed amongst the various City services and departments, including the PPD. This additional funding will offset any increase in demand for law enforcement.

FINDING #11 PUBLIC SERVICES - SCHOOL SERVICES

The City of Pomona is served primarily by the Pomona Unified School District (PUSD). PUSD headquarters are located at 800 S. Garey Avenue in Pomona. A small portion of the northern part of the city is served by the Claremont Unified School District (CUSD). Two PUSD schools are located in Diamond

Bar and, thus, serve a portion of that city's population. There are currently 21 elementary schools (grades K–6), six K-8 schools, six middle schools (grades 6/7–8/10), five high schools (grades 9–12), one continuation school (grades 9-12), three all-ages alternative schools, and one adult school within PUSD. In addition, the School of Arts and Enterprise, a State Board of Education authorized Public Charter High School serving grades 9-12 is located at 295 N. Garey Avenue. This school has an enrollment of 415 students. The implementation of the proposed project will not result in an increase in demand for school services. The project is a request to annex four parcels located in unincorporated Los Angeles County into the City of Pomona. No new development will result from the annexation of the aforementioned parcels. In addition, the project area's underlying zoning does not permit residential development. Once annexed, the existing industrial uses will continue to remain open and the underlying zoning will reflect the industrial nature of the project area.

FINDING #12 PUBLIC SERVICES - PARKS AND RECREATION SERVICES

The City of Pomona owns and operates 211 acres of developed park land. In addition to public parks, there are several private recreation facilities and county parks that also serve the City. The nearest park to the annexation area is Kellogg Park. This park is located approximately 1.2 miles to the northeast of the annexation area. No other parks or recreational facilities are located in the vicinity of the annexation area. The proposed project will not result in a direct demand for park facilities.[10] The project is a request to annex four parcels located in unincorporated Los Angeles County into the City of Pomona. No new development will result from the annexation of the aforementioned parcels. As a result, no changes in the demand for local parks and recreation facilities will occur.

FINDING #13 UTILITIES - SEWER SERVICES

The County Sanitation Districts of Los Angeles County (LACSD) treats wastewater from the City of Pomona.[11] The project area is located within Los Angeles County Sanitation District 21. Local sewer lines are maintained by the City of Pomona, while the LACSD owns, operates, and maintains the large trunk sewers of the regional wastewater conveyance system. The City's wastewater is treated and disposed of at the LACSD's Pomona Water Reclamation Plant (PWRP) which is located at 295 Humane Way in Pomona. Wastewater from the neighboring cities of La Verne and Claremont is also treated at the PWRP, which currently has a design capacity of 15 mgd. In 2012, the average daily flow to the plant was approximately 8.4 mgd.[12] As a result, the PWRP has an available capacity of approximately 6.6 mgd. The implementation of the proposed project will not result in an increase in demand for sewer services. The project is a request to annex four parcels located in unincorporated Los Angeles County into the City of Pomona. No new development will result from the annexation of the aforementioned parcels and no additional sewage will be generated. The existing uses are located in District 21 and are currently served by the Pomona Water Reclamation Plant (PWRP). These existing uses will continue to be served by the PWRP with the implementation of the proposed project.

[10] It is new residential development that typically results in an increased demand for park facilities.

[11] Los Angeles County Sanitation Districts. www.lacsd.org/about/serviceareamap.asp

[12] City of Pomona. *City of Pomona General Plan Update, Corridors Specific Plan, ATP and Green Plan EIR*. July, 2013.

FINDING #14 UTILITIES - WATER SERVICES

Water service within the majority of the City and the annexation area is provided by the Pomona Public Works Department with supply sources including groundwater, treated surface water, imported water, and water conservation. The Public Works Department also services about 275 acres of residential property and open space outside of the City limits. This includes approximately 98 percent of Rolling Ridge Estates, located south of the Pomona Freeway and west of the Corona Expressway.[13] The Public Works Department exports recycled water to Cal Poly Pomona and Bonelli Regional Park. Groundwater is the primary source of water supply for the City, providing approximately 68 percent of its water. In addition, 16 percent of the City's water supply is imported water from the Metropolitan Water District of Southern California (Metropolitan) via the Three Valleys Municipal Water District (TVMWD), 15 percent is local surface water from the San Antonio and Evey Canyon watersheds, and one percent is non-potable, recycled water.[14] The implementation of the proposed project will not result in an increase in demand for water services. The project is a request to annex four parcels located in unincorporated Los Angeles County into the City of Pomona. Although no new development will result from the annexation of the aforementioned parcels, the existing uses will fall under the jurisdiction of the Pomona Public Works Department following the implementation of the proposed project. The annexation area is not currently served by the Pomona Public Works Department. However, the annexation will integrate these parcels into the service area. According to the 2015 City of Pomona Urban Water Management Plan, the City is projected to have a water supply of 31,911 acre-feet by the year 2020 and 33,506 acre-feet by the year 2025.[15] Demand for water is anticipated to grow up to 25,993 acre-feet by the year 2020 and 27,412 acre-feet by the year 2025.[16] Therefore, the City is projected to have a surplus of 5,918 acre-feet of water by 2020 and a surplus of 6,094 acre-feet of water by 2025. As a result, the City will be able to accommodate the increase in demand for water that will occur once the uses that are located within the project area are incorporated into the service area.

FINDING #15 UTILITIES - STORMWATER SERVICES

The City of Pomona is served by the Los Angeles County Flood Control District which operates and maintains regional and municipal storm drainage facilities. The City works with the Flood Control District in making local drainage plans and improvements. The project is a request to annex four parcels located in unincorporated Los Angeles County into the City of Pomona. No new development will result from the annexation of the aforementioned parcels. The existing uses will continue to occupy the project area and daily operations will not be unaffected by the proposed project. Therefore, there will be no change in the quantity or velocity of storm water runoff.

[13] City of Pomona. *City of Pomona General Plan Update, Corridors Specific Plan, ATP and Green Plan EIR*. July, 2013.

[14] Ibid.

[15] City of Pomona. *2015 Urban Water Management Plan*. Report dated June 2016.

[16] Ibid.

FINDING #16 UTILITIES - SOLID WASTE COLLECTION SERVICES

Franchise commercial waste haulers provide trash and recycling service for industrial uses in the City. The commercial haulers have non-exclusive, competitive franchise agreements and the five haulers legally permitted to operate in the City include Athens Services, Burrtec Waste Industries, Mission Recycling, Valley Vista Services, and Waste Management. Two local materials recovery facilities (MRFs) are capable of processing trash and these include the West Valley MRF in Fontana, and the Athens Services MRF in Industry.[17] In addition, the Sanitation Districts operate a comprehensive solid waste management system serving the needs of a large portion of Los Angeles County. Waste may also be transported to the Olinda Alpha landfill (the Puente Landfill is now closed). The Olinda Alpha landfill accepts up to 8,000 tons of solid waste on a daily basis and processes an average of 5,322 tons of waste per day.[18] In addition, the Los Angeles County Sanitation District selected the Mesquite Regional Landfill in Imperial County as the new target destination for the County's waste (as an alternative to the closed Puente Hills landfill). The Mesquite Regional Landfill in Imperial County has a 100-year capacity at 8,000 tons per day. Additionally, the nearby Puente Hills Transfer Station/Materials Recovery Facility (MRF) is able to accept 4,440 tons per day of solid waste. The project is a request to annex four parcels located in unincorporated Los Angeles County into the City of Pomona. No new development will result from the annexation of the aforementioned parcels. The Los Angeles County Sanitation District will continue to process waste generated within the project area and adequate capacity is available to serve the newly incorporated parcels.

ADDITIONAL FINDINGS

Furthermore, the City of Pomona makes the following additional findings in support of a CEQA exemption for the proposed project:

- The proposed project will be limited to the annexation area and no dislocation of off-site structural improvements will be required to accommodate the proposed project.

- The annexation area does not contain any sensitive environmental resources. The annexation area and surrounding areas have been disturbed as part of previous development.

- The annexation area is located within an urbanized area of the City of Pomona. No scenic resources or scenic corridor will be affected by the proposed project (refer to the previous discussion).

- The annexation area is not located within an area, nor does it include a site, the Department of Toxic Substances Control (DTSC) and the Secretary for Environmental Protection has identified as being affected by hazardous wastes (refer to the previous discussion).

[17] City of Pomona website. Website accessed in December 2017.

[18] Solid Waste Association of North America (SWANA). *SWANA 2014 Landfill Management Excellence Award for Olinda Alpha Landfill*. Website access on October 11, 2016.

- The proposed project will not result in any adverse impacts on historic resources (refer to the previous discussion).

- The proposed project will not require any review by a State trustee or responsible agency.

Section 15300.2 of the CEQA Guidelines, Exceptions, provides conditions under which categorical exemptions are inapplicable. As described in the section below, none of the exceptions apply to the project.

- *Location. Classes 3, 4, 5, 6, and 11 are qualified by consideration of where the project is to be located – a project that is ordinarily insignificant in its impact on the environment may in a particularly sensitive environment be significant. Therefore, these classes are considered to apply all instances, except where the project may impact on an environmental resource of hazardous or critical concern where designated, precisely mapped, and officially adopted pursuant to law by federal, state, or local agencies.* The project is a request to annex four parcels located in unincorporated Los Angeles County into the City of Pomona. No new development will result from the annexation of the aforementioned parcels. The project area is surrounded by existing development. The annexation area has not been designated as a sensitive or biological site and no sensitive or biological resources have been identified on the lot that will be impacted by the project. The annexation area does not contain any designated, precisely mapped, or officially adopted hazardous or critical concern. Therefore, the project will not have the potential to adversely impact sensitive or biological resources.

- *Cumulative Impact. All exemptions for these classes are inapplicable when the cumulative impact of successive projects of the same type in the same place, over time is significant.* The project is a request to annex four parcels located in unincorporated Los Angeles County into the City of Pomona. No new development will result from the annexation of the aforementioned parcels.

- *Significant Effect. A categorical exemption shall not be used for an activity where there is a reasonable possibility that the activity will have a significant effect on the environment due to unusual circumstances.* There are no known unusual circumstances associated with the project. Infill projects are common in the City and in urban environments. Additionally, the project is a request to annex four parcels located in unincorporated Los Angeles County into the City of Pomona. No new development will result from the annexation of the aforementioned parcels. Therefore, it is not anticipated that the project will have a significant effect on the environment due to unusual circumstances.

- *Scenic Highways. A categorical exemption shall not be used for a project which may result in damage to scenic resources, including but not limited to, trees, historic buildings, rock outcroppings, or similar resources, within a highway officially designated as a state scenic highway.* Valley Boulevard is not a designated scenic highway. In addition, the vegetation present on-site consists of ruderal and ornamental species. The annexation area is developed and does not

contain any scenic rock outcroppings. Lastly, the annexation area does not contain any buildings listed in the State or National registrar.

- *Hazardous Waste Sites. A categorical exemption shall not be used for a project located on a site which is included on any list compiled pursuant to Section 65962.5 of the Government Code.* The project area is not included on any list compiled pursuant to Section 65962.5 of the Government Code. The project is a request to annex four parcels located in unincorporated Los Angeles County into the City of Pomona. No new development will result from the annexation of the aforementioned parcels. Therefore, the project will not be expected to result in impacts related to being located on a hazardous waste site.

- *Historical Resources. A categorical exemption shall not be used for a project which may cause a substantial adverse change in the significance of a historical resource.* The annexation area does not contain any known historic resources. In addition, the project is a request to annex four parcels located in unincorporated Los Angeles County into the City of Pomona. No new development will result from the annexation of the aforementioned parcels. As such, the project will not be expected to cause a substantial adverse change in the significance of a historic resource.

Based on the analysis provided in this Notice of Exemption, the project meets and complies with the conditions and requirements of the General Rule exemption and will not have any significant environmental impacts.

5. DISCUSSION OF LEAD AGENCY'S FINDINGS

The City of Pomona may make the following findings with regard to the proposed project's exemption from the environmental review requirements outlined in CEQA: [19]

- The proposed project will be confined to the annexation area and no dislocation of off-site uses will occur.

- The proposed project does not have a possibility of creating any significant environmental effects. The basis for this determination was discussed in the preceding section.

- The proposed project will not result in any impacts to sensitive resources.

- The proposed project will not result in any cumulative impacts; have the potential for damaging scenic resources; involve the placement of a project over a site the Department of Toxic Substances Control (DTSC) and the Secretary for Environmental Protection has identified as being affected by hazardous waste; or result in any impacts on historic resources.

[19] Guidelines for the Implementation of the California Environmental Quality Act, Article 5. § 15061(b)(3).

- The Lead Agency, based on a rule of common sense, "has determined that there is no possibility" that the proposed project will result in significant effects.

Ata Khan, Associate Planner, City of Pomona

Date

6. REFERENCES

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APPENDIX A
ENVIRONMENTAL ASSESSMENT EXHIBITS

EXHIBIT A-1
AERIAL PHOTOGRAPH OF THE ANNEXATION AREA
Source: Google Earth

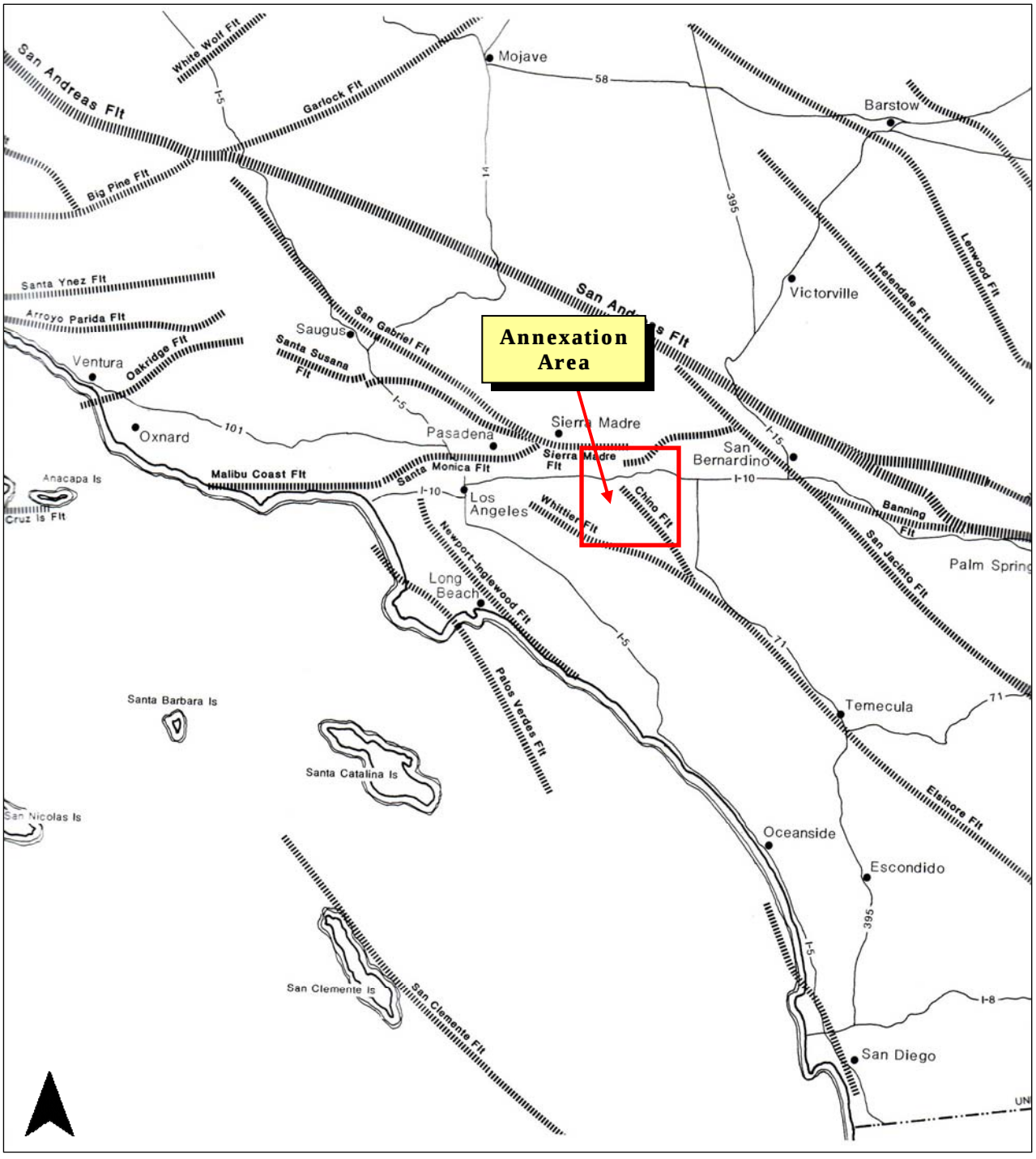

EXHIBIT A-2
MAJOR FAULTS IN SOUTHERN CALIFORNIA

Source: United States Geological Survey

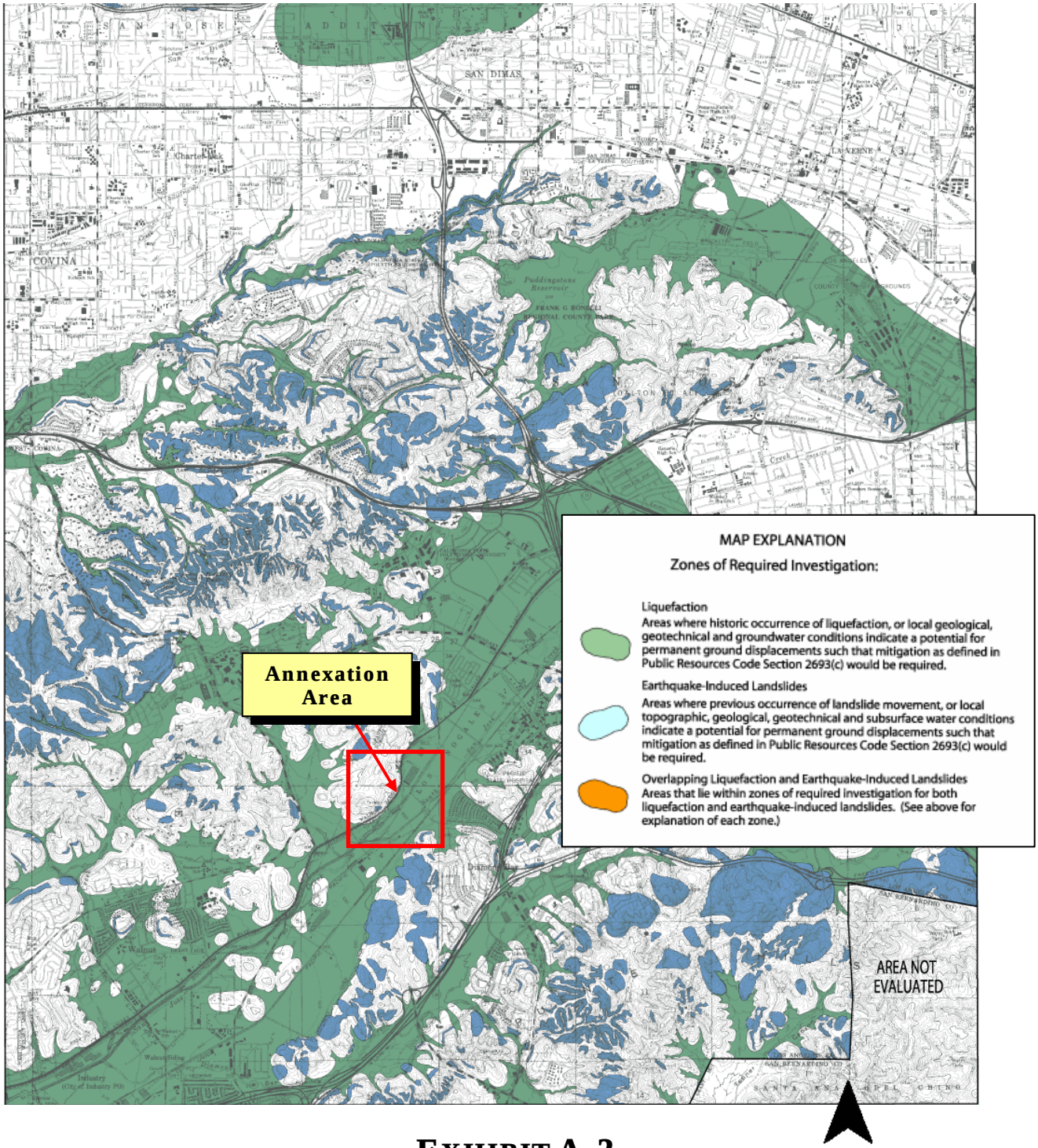

EXHIBIT A-3
LIQUEFACTION POTENTIAL
Source: California Geological Survey

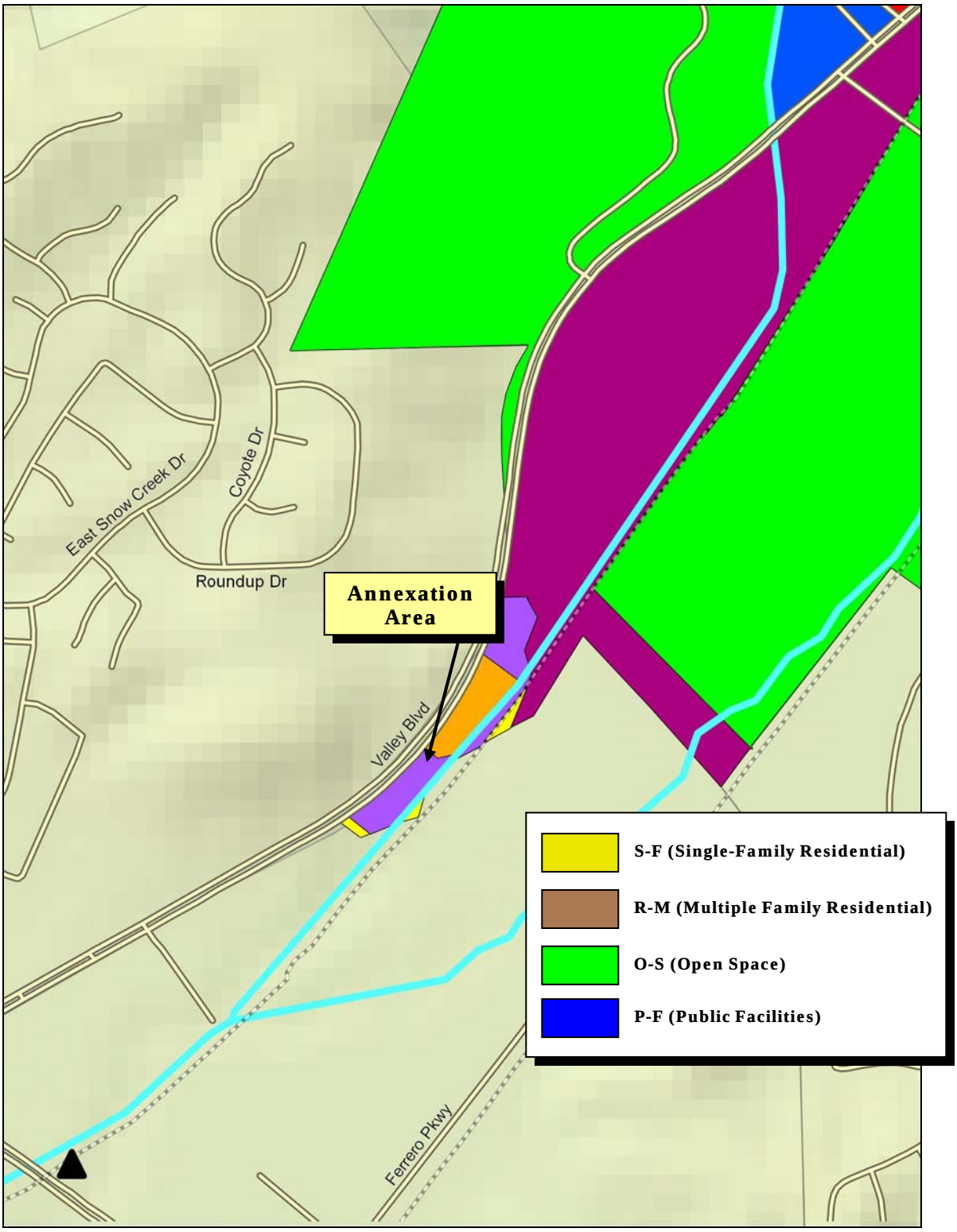

EXHIBIT A-4
ZONING MAP
Source: City of Pomona

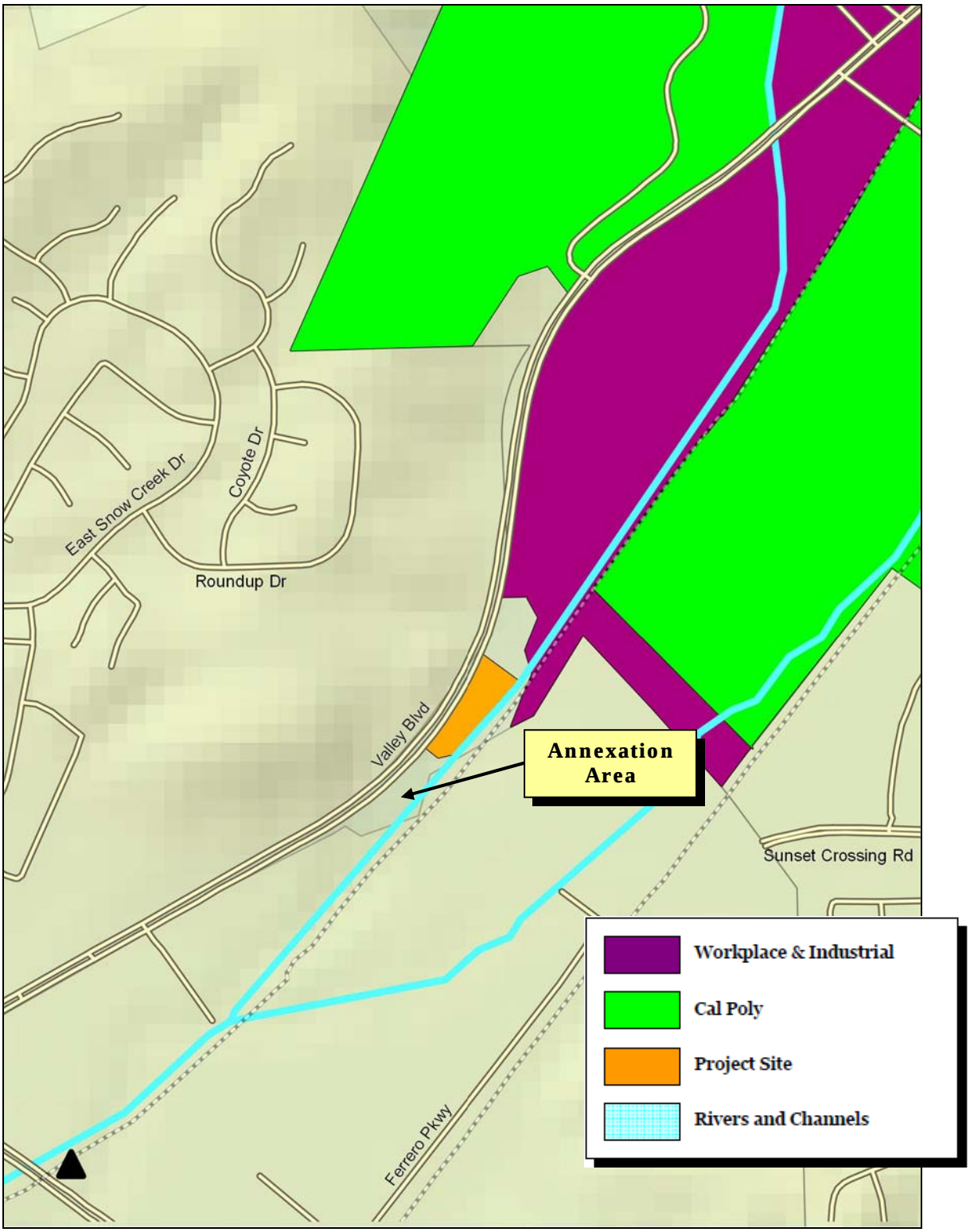

EXHIBIT A-5
GENERAL PLAN MAP
Source: Quantum GIS

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