



# Downtown Pomona Specific Plan

## Finding of Consistency

*prepared for*

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**June 2019**



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# 1 Introduction

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This Finding of Consistency evaluates the updated Downtown Pomona Specific Plan's consistency with the Final Environmental Impact Report (hereafter referred to as the 2014 Final EIR) for the City of Pomona General Plan Update. The 2014 Final EIR, which was certified in March 2014, establishes the City's vision for development of the City through the year 2035. This Finding of Consistency has been prepared pursuant to the applicable provisions of §15183 of the California Environmental Quality Act (CEQA) Guidelines.

While the City's General Plan establishes the framework for future development and provides comprehensive policies for the City, the Downtown Pomona Specific Plan (hereafter referred to as "Specific Plan") is a comprehensive document that implements the vision for the Specific Plan area as established by the General Plan. The Specific Plan was originally adopted in 1994 and has had several targeted updates. In 2017, the City of Pomona began a comprehensive update to the Specific Plan, funded by a grant from the Los Angeles County Metropolitan Transportation Authority (Metro) Round 4 Transit Oriented Development (TOD) Planning Grant Funds. The Specific Plan provides for more precise implementation of the goals, objectives, and policies outlined in the General Plan. As described in the updated Specific Plan, Downtown Pomona is centrally located near several freeways and major universities and the Specific Plan area encompasses approximately 232 acres with boundaries at Center Street to the north, Towne Avenue to the east, Fourth Street to the south, and White Avenue to the west (RRM Design Group 2019). Figures 1 and 2 show the regional context and boundaries of the Specific Plan area, respectively.

## General Plan Vision

As envisioned in the General Plan, Downtown Pomona is the community's center of business, culture, and living. The Specific Plan area contains destinations such as the Pomona Transit Center and pedestrian bridge, the Arts Colony, Thomas Street, the Fox Theater, and Western University of Health Sciences. The General Plan reinforces Downtown as the mixed-use "heart of the City," and emphasizes available activities and transit service for locals and visitors. The greatest building heights and development intensities will be focused Downtown, which, when paired with the Pomona Transit Center, would encourage an environment where people can live and work without relying on automobiles. Streetscape and infrastructure improvements will enhance the City's walkability and the visual character while new parks and outdoor gathering spaces will make the district more community-oriented. Surrounding the Downtown core, the Downtown neighborhood will consist of a range of contemporary housing types and compatible uses, all concentrated within walking distance of the core's theater, shops, restaurants, cafes, nightlife, and amenities. As infill development proceeds and the region continues to invest in its transit infrastructure, the neighborhood will benefit from an increasing level of service and transit ridership generated by the Pomona Transit Center (RRM Design Group 2019).

## Downtown Pomona Specific Plan

The updated Specific Plan would facilitate development in Downtown Pomona consistent with the vision for the area under the General Plan. As shown in Figure 1, the Plan area is in the City's center, where future mixed-use, streetscape, and infrastructure improvements would promote the Plan area as the "heart of the City". The Specific Plan establishes a district-based zoning approach in which each of the Plan's districts would be regulated by form standards (e.g., density, number of stories, height, setbacks) that reflect the area's visual character as envisioned by the City's General Plan. Figure 3 shows the individual district boundaries of the Plan area's four districts: Mixed Use – Central Business District (MU-CBD), Mixed Use – Institutional (MU-I), Mixed Use – High Density Residential (MU-HDR), and Residential – Multifamily (R-MF).

As discussed in the Specific Plan, the Mixed Use – Central Business District would allow for mixed-use development to support a pedestrian-friendly urban environment and provide for a variety of employment, entertainment, cultural, and shopping opportunities for City residents and visitors. The Mixed Use – Institutional District would serve as the major governmental, educational and office center for Downtown Pomona, but would still allow for mixed-use development with residential and retail uses. Institutional uses envisioned for this district would include support uses for the adjacent civic center (e.g., notaries, copy centers, legal counsel) and higher education development, particularly a campus expansion for Western University. With the location of the Pomona Transit Center within the Mixed Use – High Density Residential District, this district is envisioned as a pedestrian-friendly, high-density commuter residential neighborhood with ancillary retail, service, and office uses. The Residential – Multifamily District is intended to provide areas for a wide variety of medium to high-density residential development (e.g., townhouses, condominiums, apartment buildings) and schools, daycare centers, parks, and community facilities. These districts are consistent with the General Plan's land use designations for the Plan area, which consist of Activity Center, Transit-Oriented District: Core, Transit-Oriented District: Neighborhood, and Urban Neighborhood. Overall, consistent with the vision for the Plan area under the General Plan, the Specific Plan includes goals, policies, and regulations to facilitate an increase in mixed-uses, pedestrian-friendly streets, and transit mobility that would encourage residential and commercial activity in Downtown Pomona.

### *Plan Area Refinements*

As part of the Downtown Pomona Specific Plan update effort, City staff identified related refinements to the Plan area's boundaries and designations. Prior to the update effort, many parcels were included in both the 1994 Downtown Pomona Specific Plan and 2014 Pomona Corridors Specific Plan. Associated refinements delineate just one governing specific plan to avoid conflicting regulations as well other minor changes in line with the updated General Plan. These refinements would increase the Plan area to approximately 380 acres with boundaries at Holt Avenue to the north, Towne Avenue to the east, Mission Boulevard to the south, and White Avenue to the west. Figure 4 and Table 1 provide an exhibit and matrix describing boundary and designation refinements accompanying the updated Downtown Pomona Specific Plan. Nonetheless, these refinements would also facilitate an increase in land uses that would encourage residential, commercial, and open space activity in Downtown Pomona.

## CEQA Guidelines Applicability

According to §15183(a) (Projects Consistent with a Community Plan or Zoning) of the CEQA Guidelines, additional environmental review is not required for projects “which are consistent with the development density established by existing zoning, community plan, or general plan policies for which an EIR was certified”, except as might be necessary to determine whether there are project-specific significant effects. Therefore, the following discussion evaluates the updated Specific Plan’s consistency with the certified 2014 Final EIR prepared for the City’s General Plan Update to determine whether the Specific Plan would have new or increased severity significant environmental effects beyond those identified in the 2014 Final EIR.

Figure 1 Regional Context

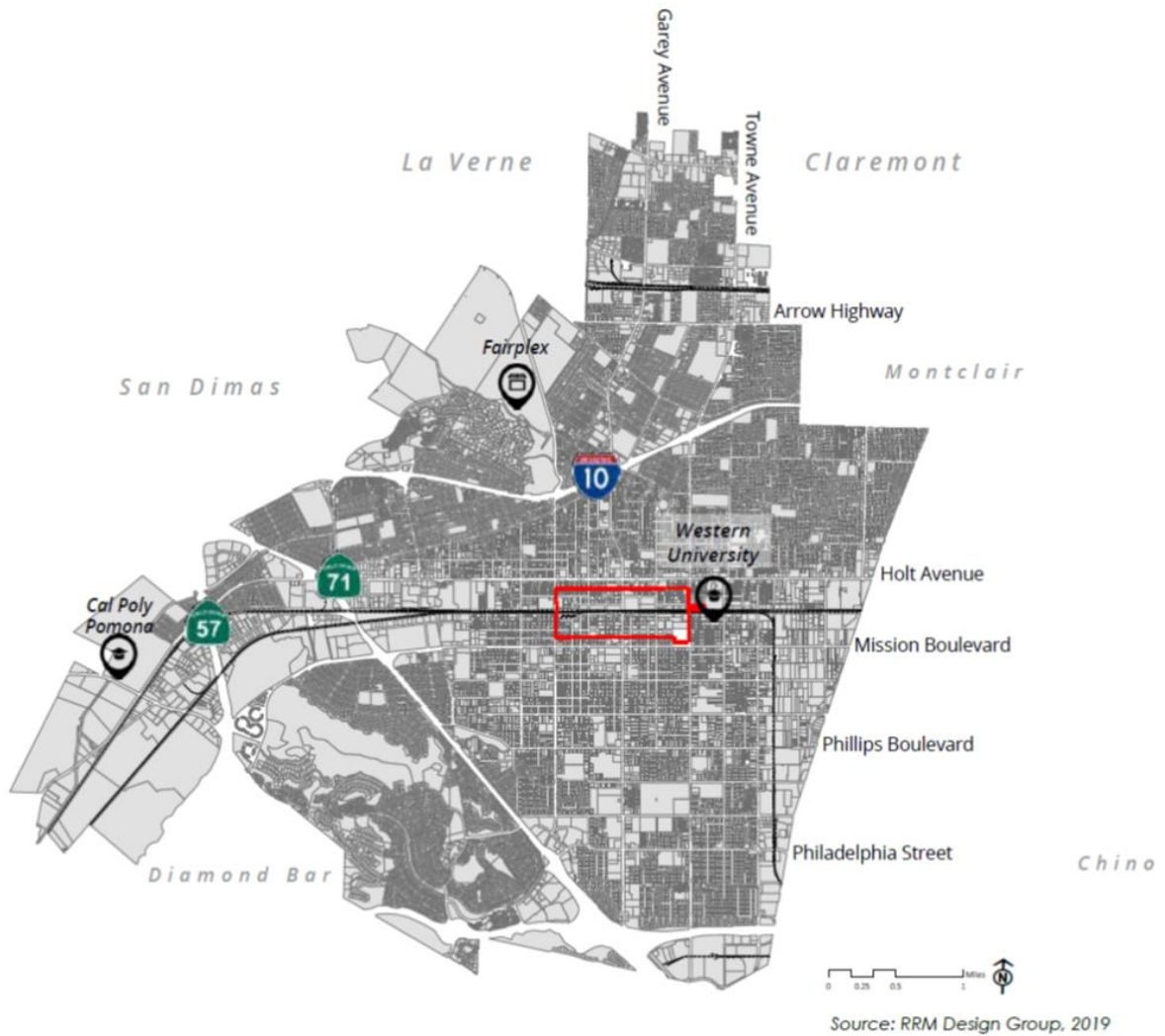




Figure 2 Specific Plan Area



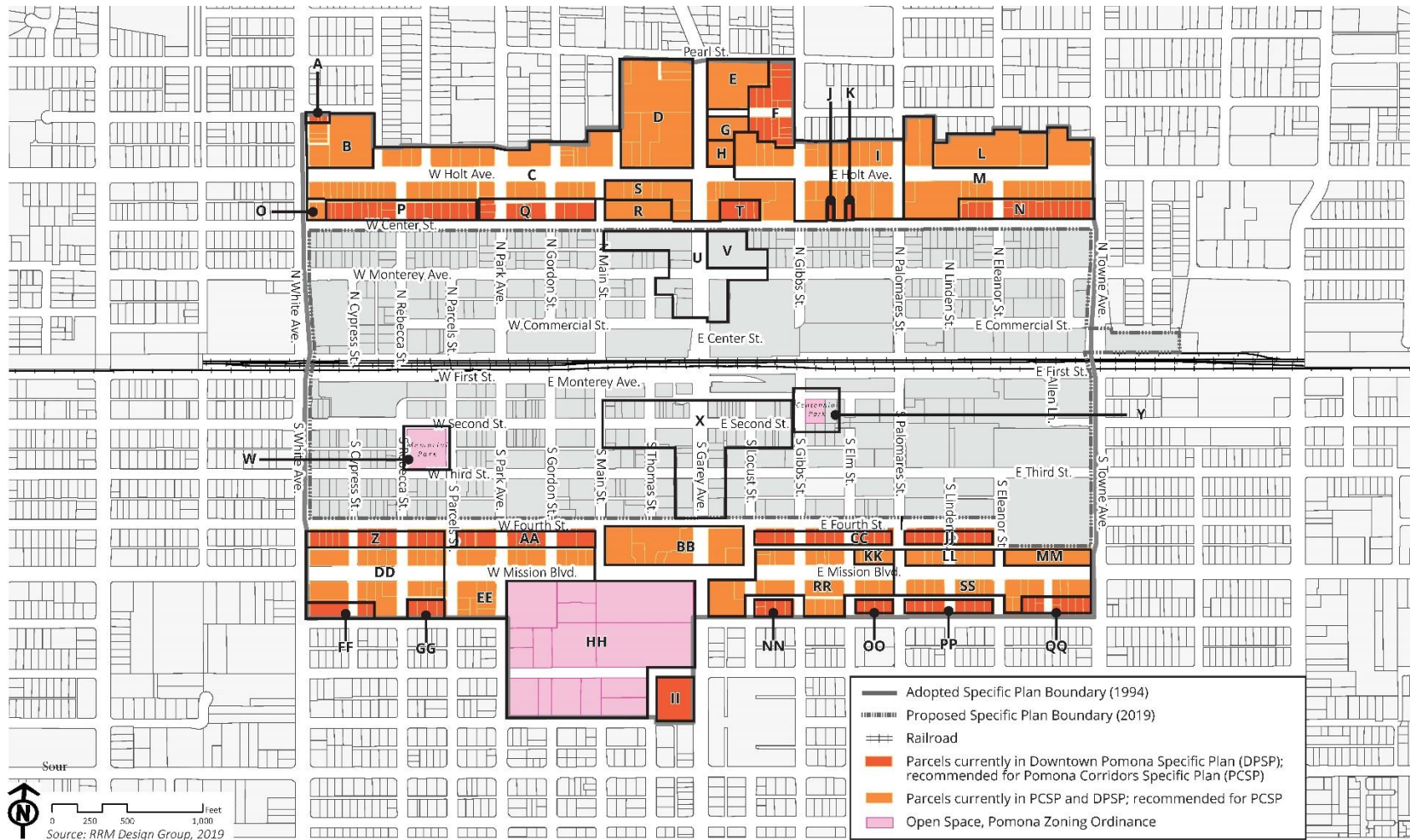
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Figure 3 Specific Plan Districts



Source: RRM Design Group, 2019

**Figure 4 Specific Plan Area Refinements**



As discussed under *Plan Area Refinements*, Table 1 shows a comparison between the existing and proposed land uses associated with the boundary and designation refinements accompanying the updated Downtown Pomona Specific Plan. Associated refinements delineate just one governing specific plan between the 1994 Downtown Pomona Specific Plan and the 2014 Pomona Corridors Specific Plan to avoid conflicting regulations as well other minor changes in line with the updated General Plan. Nonetheless, these refinements would also facilitate an increase in land uses that would encourage residential, commercial, and open space activity in Downtown Pomona.

**Table 1 Refinements Matrix**

Area	Existing Land Use(s)	Proposed Land Use
A	DPSP Mixed Use-Institutional (MU-I)	PCSP Downtown Gateway Segment + Height Overlay (DG + HT)
B	DPSP Mixed Use-Institutional (MU-I) PCSP Downtown Gateway Segment + Height Overlay (DG + HT)	
C	DPSP Mixed Use-Arterial Retail (MU-AR); PCSP Downtown Gateway Segment + Height Overlay (DG + HT)	
D	DPSP Mixed Use-Institutional (MU-I); PCSP Downtown Gateway Segment + Height Overlay (DG + HT)	
E	DPSP Mixed Use-Institutional (MU-I); PCSP Downtown Gateway Segment + Height Overlay (DG + HT)	
F	DPSP Mixed Use-Institutional (MU-I)	
G	DPSP Mixed Use-Institutional (MU-I); PCSP Downtown Gateway Segment + Height Overlay (DG + HT)	
H	DPSP Mixed Use-Arterial Retail (MU-AR); PCSP Downtown Gateway Segment + Height Overlay (DG + HT)	
I	DPSP Mixed Use-Arterial Retail (MU-AR); PCSP Downtown Gateway Segment + Height Overlay (DG + HT)	PCSP City Gateway Segment + Height Overlay (CG + HT)
J	DPSP Mixed Use-Arterial Retail (MU-AR)	
K	DPSP Mixed Use-Arterial Retail (MU-AR)	
L	DPSP Residential-Multi-Family (R-MF); PCSP City Gateway Segment (CG)	PCSP City Gateway Segment (CG)
M	DPSP Mixed Use-Arterial Retail (MU-AR); PCSP City Gateway Segment (CG)	
N	DPSP Mixed Use-Arterial Retail (MU-AR)	
O	DPSP Residential-Single-Family (R-SF) PCSP Downtown Gateway Segment + Height Overlay (DG + HT)	PCSP Downtown Gateway Segment + Height Overlay (DG + HT)
P	DPSP Residential-Single-Family (R-SF)	
Q	DPSP Mixed Use-Arterial Retail (MU-AR)	

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Area	Existing Land Use(s)	Proposed Land Use
R	DPSP Mixed Use-Arterial Retail (MU-AR); PCSP Downtown Gateway Segment + Height Overlay (DG + HT)	
S	DPSP Mixed Use-Arterial Retail (MU-AR); PCSP Neighborhood Center + Height Overlay (NC + HT)	PCSP Neighborhood Center + Height Overlay (NC + HT)
T	DPSP Mixed Use-Arterial Retail (MU-AR)	PCSP Downtown Gateway Segment + Height Overlay (DG + HT)
U	DPSP Mixed Use-High Density Residential (MU-HDR); PCSP Downtown Gateway Segment + Height Overlay (DG + HT)	DPSP Mixed Use-High Density Residential (MU-HDR)
V	DPSP Mixed Use-Institutional (MU-I); PCSP Downtown Gateway Segment + Height Overlay (DG + HT)	
W	DPSP Mixed Use-Institutional (MU-I); DPSP Residential-Single-Family (R-SF)	Pomona Zoning Ordinance Open Space (PZO OS)
X	DPSP Mixed Use-Central Business District (MU-CBD); PCSP Downtown Core (DTC)	DPSP Mixed Use-Central Business District (MU-CBD)
Y	DPSP Mixed Use-Institutional (MU-I)	Pomona Zoning Ordinance Open Space (PZO OS)
Z	DPSP Residential-Single-Family (R-SF)	PCSP Midtown Segment (MT)
AA	DPSP Mixed Use-Central Business District (MU-CBD)	
BB	DPSP Mixed Use-Central Business District (MU-CBD); PCSP Downtown Core (DTC)	PCSP Downtown Core (DTC)
CC	DPSP Mixed Use-Institutional (MU-I)	PCSP Midtown Segment (MT)
DD	DPSP Mixed Use-Arterial Retail (MU-AR); PCSP Midtown Segment (MT)	
EE	DPSP Mixed Use-Central Business District (MU-CBD); PCSP Midtown Segment (MT)	
FF	DPSP Mixed Use-Arterial Retail (MU-AR)	
GG	DPSP Mixed Use-Arterial Retail (MU-AR)	
HH	DPSP Mixed Use-Institutional (MU-I)	Pomona Zoning Ordinance Open Space (PZO OS)
II	DPSP Mixed Use-Institutional (MU-I)	PCSP Midtown Segment (MT)
JJ	DPSP Mixed Use-Institutional (MU-I)	
KK	DPSP Mixed Use-Institutional (MU-I); PCSP Midtown Segment + Height Overlay (MT + HT)	PCSP Midtown Segment + Height Overlay (MT + HT)
LL	DPSP Mixed Use-Institutional (MU-I) PCSP Midtown Segment (MT)	PCSP Midtown Segment (MT)
MM	DPSP Residential-Multi-Family (R-MF); PCSP Midtown Segment (MT)	

Area	Existing Land Use(s)	Proposed Land Use
NN	DPSP Mixed Use-Arterial Retail (MU-AR)	PCSP Midtown Segment + Height Overlay (MT + HT)
OO	DPSP Mixed Use-Arterial Retail (MU-AR)	
PP	DPSP Mixed Use-Arterial Retail (MU-AR)	PCSP Midtown Segment (MT)
QQ	DPSP Mixed Use-Arterial Retail (MU-AR)	
RR	DPSP Mixed Use-Arterial Retail (MU-AR); PCSP Midtown Segment + Height Overlay (MT + HT)	PCSP Midtown Segment + Height Overlay (MT + HT)
SS	DPSP Mixed Use-Arterial Retail (MU-AR); PCSP Midtown Segment + Height Overlay (MT + HT)	PCSP Midtown Segment (MT)
DPSP = Downtown Pomona Specific Plan; PCSP = Pomona Corridors Specific Plan Sources: Pomona 1994; Pomona 2014		

As shown in Table 1, the 2014 Pomona Corridors Specific Plan would govern most of the proposed land uses, which are defined as follows (Pomona 2014):

- **Downtown Core (DTC)** – Promote a vibrant mixed-use urban shopping district. Facilitate the augmentation of the retail core with additional daytime and nighttime activity anchors, shopping, eating, and entertainment venues, residences, offices, and hotel rooms, as well as a widening variety of pedestrian amenities, connected streets, and public spaces.
- **Downtown Gateway Segments (DG)** – Provide for a mixture of townhomes, smaller scale multi-family buildings, and single and multiple tenant retail shops, services, offices, or hotels – all oriented towards the street. Encourage streetscape improvements including park-like, treelined landscaped medians to help break up wide corridors, continuous sidewalk-side street tree canopies and planter strips to create a comfortable “buffer zone” for pedestrians, and broad sidewalk to promote walkability.
- **City Gateway Segments (CG)** – Provide for new multifamily housing that would mix compatibly with commercial, office, and lodging neighbors. Encourage streetscape improvements that reinforce these segments as important, high volume, and high visibility concentrations of commercial sales and services, as well as potential locations for higher density housing.
- **Midtown Segments (MT)** – Promote housing and housing compatible development that fronts onto the street and would create a neighborhood edge along streets lined with shade trees and decorative neighborhood-scale streetlights. In areas characterized by large scale blocks, new development would break up “superblocks” with new internally connected streets for buildings to face and for access to parking facilities. The resulting smaller blocks would increase neighborhood walkability.



## 2 Environmental Impacts

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The following discussion addresses each of the environmental issues studied in the 2014 Final EIR for the City's General Plan Update, comparing the effects of the updated Specific Plan, including the boundary and designated refinements, to the effects of the adopted General Plan and overall consistency between the two documents. These environmental issues include aesthetics, air quality, biological resources, cultural resources, geology and soils, greenhouse gases, hazards and hazardous materials, hydrology and water quality, land use and planning, noise, population and housing, public services, recreation, transportation and traffic, and utilities and service systems. However, in December 2018, Appendix G (CEQA Checklist) of the CEQA Guidelines was amended and two new environmental issues were added: energy and wildfire. These topics are discussed under *Greenhouse Gases and Hazards and Hazardous Materials* in the following discussion.

### Aesthetics

#### *Scenic Vistas*

As stated in the 2014 Final EIR, scenic views in the City include background mountain views and depend upon the viewer's vantage point and orientation. The 2014 Final EIR concluded that development of new urban uses would be regulated by the General Plan's policies and result in a less than significant impact to scenic vistas. Given the City's surrounding hillside and mountain views, new development facilitated under the Specific Plan would potentially affect scenic vistas from various Downtown locations. However, as envisioned in the General Plan Update, Downtown Pomona is currently slated for the greatest building heights and development intensities in the City, which would be further regulated by the Specific Plan. Nonetheless, the Plan area is flat and urbanized. Development facilitated by the Specific Plan would be consistent to what was considered in the 2014 Final EIR and would not significantly affect any identified scenic vistas. Therefore, the Specific Plan would not result in an impact to scenic vistas beyond that identified in the 2014 Final EIR.

#### *Scenic Resources*

As stated in the 2014 Final EIR, no officially designated State Scenic Highways traverse the City and development under the General Plan would not impact scenic resources. Although State Route 57 between State Route 90 and State Route 60 is considered eligible by the California Department of Transportation for this designation, the eligible highway segment is located approximately 2.5 miles southwest from City limits and existing development interrupts views from the highway of the City and potential future development that would occur under the Specific Plan. Therefore, similar to what was determined in the 2014 Final EIR, the Specific Plan would not impact scenic resources within a State-designated scenic highway.

#### *Visual Character*

As concluded in the 2014 Final EIR, the General Plan contains goals and policies designed to enhance the City's visual character through complementary development and result in a less than significant on the visual character of the City. The Specific Plan establishes a district-based zoning approach in which each of the Plan's districts would be regulated by form standards (e.g., density, number of stories, height) that reflect the area's visual character as envisioned by the City's General Plan. As



stated in the 2014 Final EIR, the General Plan emphasizes building form and character in districts and neighborhoods to allow a mix of land uses, a renewed Downtown Pomona, and redefined corridors. The Specific Plan would implement goals, policies, and regulations to facilitate an increase in mixed-uses, pedestrian-friendly streets, and transit mobility that would encourage residential and commercial activity in and around the Plan area. New development under the Specific Plan would change the visual character of Downtown; however, such development would be consistent with the General Plan's vision for this area and subject to existing building and development standards in the City's Municipal Code. The Specific Plan would not result in an impact to visual character beyond that identified in the Final EIR.

### *Light and Glare*

As stated in the 2014 Final EIR, development under the General Plan would primarily result in infill of vacant lands, as well as intensification and the reuse of existing sites, and most new development would not be located adjacent to large pieces of undeveloped lands where added light and glare would result in an impact. Similarly, the Specific Plan area is primarily built-out, and a substantial amount of ambient light from urban uses (e.g., buildings, parking lots or structures, vehicle surfaces or headlights) already exists. Therefore, new development under the Specific Plan would not create a significant change compared to existing lighting conditions. Furthermore, the Specific Plan includes standards for sign illumination permitted in the Plan area, including the requirement for light sources to be shielded and directed away from adjacent residential uses. Consistent with the finding in the 2014 Final EIR for the General Plan Update, the Specific Plan would also not result in an impact from increased light and glare.

## **Air Quality**

### *Air Quality Management Plan*

As stated in the 2014 Final EIR, projects that are consistent with the growth projections in the Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) prepared by the Southern California Association of Governments (SCAG) are considered consistent with the South Coast Air Quality Management District (SCAQMD) Air Quality Management Plan (AQMP) growth projections. The 2014 Final EIR concluded that implementation of the General Plan would facilitate population growth consistent with SCAG forecasts. Overall, the Specific Plan would encourage higher density, mixed-use, walkable development around activity centers and transit stations in the Plan area as envisioned by the General Plan and would not generate growth beyond levels anticipated by the General Plan. By facilitating increased density, mixed-uses, and transit mobility, implementation of the Specific Plan would also reduce per capita air pollutant emissions associated with vehicle use, which is also consistent with the AQMP. Therefore, as with the General Plan, the Specific Plan would be consistent with the AQMP growth projections and air quality control measures.

### *Air Quality Emissions*

Individual development projects facilitated by the Specific Plan would generate temporary construction and long-term operational air pollutant emissions (e.g., vehicle trips and stationary sources), including potential increases in carbon monoxide (CO) concentrations and odors. Nonetheless, development facilitated by the Specific Plan would be consistent to what was considered in the 2014 Final EIR and would not generate a new impact related to air quality when

compared to buildout under the General Plan. Furthermore, the South Coast Air Basin has been in attainment of state and federal CO standards for several years. As determined in the 2014 Final EIR, future development associated with the General Plan would not result in traffic congestion at intersections that would cause an exceedance of CO standards. The Specific Plan would encourage development around activity centers and transit stations in the Plan area as envisioned by the General Plan. Therefore, because development intensity and associated trip generation would be consistent with the General Plan, the Specific Plan would not generate CO concentrations exceeding levels anticipated by the General Plan. Furthermore, odors from new residential, commercial, and open space uses would be consistent with existing odors throughout the Plan area. Overall, the Specific Plan would not result in air quality impacts from construction or operation emissions beyond those identified in the 2014 Final EIR.

## **Biological Resources**

As discussed in the 2014 Final EIR, new or intensified development in Pomona could lead to the direct or indirect degradation of special-status species, sensitive habitats, nesting avian species, natural and man-made wetlands, that would be subject to potential impacts from construction (e.g., demolition, fugitive dust) and operation (e.g., noise, lighting) of urban uses in the Plan area. The Specific Plan would facilitate new and intensified development in Downtown Pomona, which does not support a wide diversity of biological resources, does not contain wildlife movement corridors, and does not pertain to a Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan. Nevertheless, as with the General Plan, development under the Specific Plan would be subject to federal and state natural resources regulations and Mitigation Measure BIO-2 from the Final EIR, which would reduce impacts to nesting avian species. Because the Plan area is urbanized, impacts to special-status species, sensitive habitats, and wetlands would not occur under the Specific Plan. Furthermore, development under the Specific Plan would be subject to the City's Oak Tree Preservation Ordinance, which prohibits trimming, pruning, cutting, relocation or removal of any oak tree subject to the Ordinance unless a valid permit has been issued by the City. Based on these facts, the Specific Plan would not result in an impact to biological resources beyond that identified in the 2014 Final EIR.

## **Cultural Resources**

### *Historic Resources*

As discussed in the 2014 Final EIR, several designated historic resources are in or in proximity to Downtown Pomona and implementation of the General Plan would result in a significant, but mitigable, impact to historic resources. Similarly, any future development project facilitated by the Specific Plan that is located near an identified historical resource in Downtown would have the potential to result in a substantial adverse change to a historical resource. As with the General Plan, individual development projects would be subject to Mitigation Measure CUL-1 from the Final EIR, which would require historical evaluation of any affected property and implementation of methods aimed at reducing impacts to historic resources. The Specific Plan would not result in an impact to historic resources beyond that identified in the Final EIR.

### *Cultural Resources*

As concluded in the 2014 Final EIR, ground-disturbing activities associated with development under the Specific Plan could result in damage or destruction to archaeological resources, paleontological resources, and human burials; however, compliance with existing federal, state, and local policies

would reduce impacts to a less than significant level. Although the Plan area is built-out, ground-disturbing activities that could occur under the Specific Plan would also have the potential to damage or destroy historic or prehistoric archaeological resources, paleontological resources, and human burials outside of formal cemeteries that may be present on or below the ground surface. However, as stated in the 2014 Final EIR, various goals and policies in the General Plan would require a qualified on-site archaeological and/or paleontological monitor whenever there is a potential to affect cultural resources during ground-disturbing as well as the scientific recovery and evaluation of any unearthed cultural resource. Furthermore, Section 5097 of the California Public Resources Code and Sections 7050.5, 7051, and 7054 of the California Health and Safety Code have specific provisions for the protection and treatment of human burials. Therefore, as with the General Plan, the Specific Plan would comply with existing federal, state, and local policies and result in less than significant impacts to cultural resources. Overall, the Specific Plan would not result in an impact to cultural resources beyond that identified in the 2014 Final EIR.

## **Geology and Soils**

As concluded in the 2014 Final EIR, implementation of the General Plan would result in additional structures in the City with exposure to geologic impacts; however, compliance with applicable building standards would reduce impacts to less than significant levels. The Specific Plan would facilitate development in Downtown Pomona as envisioned by the City's General Plan, resulting in an increase in residential and mixed-use buildings in the City consistent to what was anticipated for the Plan area and considered in the 2014 Final EIR. Additional residents and employees would be potentially exposed to the effects of strong seismic ground shaking, seismic-related ground failure, liquefaction or landslides, erosion or loss of topsoil, expansive soils, subsidence, or collapse. Individual Downtown area developments would be required to comply with the California Building Code (CBC), which provides standards for excavation, grading, and earthwork construction; fills and embankments; expansive soils; foundation investigations; and liquefaction potential and soils strength loss. In addition, as with all new development under the General Plan, new development under the Specific Plan greater than one acre in size would be required to comply with the provisions of the General Construction Activity Stormwater Permit adopted by the State Water Resources Control Board (SWRCB), which would require the employment of Best Management Practices (BMPs) to limit the extent of eroded materials from a construction site. All development on sites of between one and five acres would be required to comply with the provisions of the National Pollution Discharge Elimination System (NPDES) Phase II regulations concerning the discharge of eroded materials and pollutants from construction sites. Furthermore, all developers would be required to obtain a grading permit prior to grading activities. In turn, as described in the 2014 Final EIR, all work requiring a grading permit would be required to have an approved Erosion Control Plan. Overall, the Specific Plan would not result in a geologic impact beyond that identified in the 2014 Final EIR and impacts would be less than significant.

## **Greenhouse Gases**

As stated in the 2014 Final EIR, the General Plan would encourage compact development; promote the establishment and practice of alternative transit, such as walking and biking, as a mode of transportation; increase use of renewable energy resources; and reduce per capita energy consumption, which would be consistent with the goals of SB 375 and would contribute to long-term reductions in per capita greenhouse gas (GHG) emissions. The 2014 Final EIR concluded that the increase in per capita GHG emissions under the General Plan would be less than significant.

Development facilitated by the Specific Plan would generate new GHG emissions through vehicle use and energy consumption. However, as discussed under *Air Quality*, the Specific Plan would encourage higher intensity, mixed-use, walkable development around activity centers and transit stations in the Plan area as envisioned by the General Plan. By increasing development intensity and encouraging mixed-uses and transit mobility, the Specific Plan would also reduce vehicle trips consistent with the General Plan. Furthermore, as stated the Specific Plan, energy conservation measures required by applicable energy conservation regulations, such as those in the California Green Building Code, would minimize long-term energy use. Overall, development facilitated by the Specific Plan would reduce per capita GHG and other air pollutant emissions, consistent with the goals of the SCAG RTP/SCS and applicable GHG reduction targets. The Specific Plan would not increase GHG emissions beyond what is anticipated in the 2014 Final EIR and all Downtown area development would be subject to regulations in place at the time the development is proposed that are aimed at achieving statewide GHG reduction targets, including the 2030 target of a 40 percent reduction from 1990 emission levels outlined in Senate Bill (SB) 32. The Specific Plan would not result in an impact from GHG emissions beyond that identified in the 2014 Final EIR.

## **Hazards and Hazardous Materials**

### *Hazardous Waste and Materials*

As concluded in the 2014 Final EIR, implementation of the General Plan would result in the transport, use, storage, and disposal of hazardous materials within the City; however, compliance with applicable federal, state, and local standards would reduce associated impacts to less than significant levels. Implementation of the Specific Plan would facilitate development in Downtown Pomona. As with development under the General Plan, construction and demolition activities that could result in the release of lead and/or asbestos would be conducted according to California Occupational Safety and Health Administrations (Cal/OSHA) standards. In addition, developers would 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. Although unlikely with residential and mixed-uses, any development that handles or uses hazardous materials would be required to comply with the regulations, standards, and guidelines established by the Environmental Protection Agency (EPA), State, Los Angeles County, and City of Pomona related to storage, use, and disposal of hazardous materials. With compliance with existing applicable federal, state, and local regulations, the Specific Plan would not result in impacts associated with hazardous materials beyond those identified in the 2014 Final EIR.

### *Site Contamination*

As discussed in the 2014 Final EIR, the City contains over 190 sites that have been identified as being contaminated from the release of hazardous substances in the soil, including landfills, sites containing leaking underground storage tanks, and large and small-quantity generators of hazardous waste. The 2014 Final EIR concluded that implementation of state and local regulations as well as General Plan policies would reduce impacts from known contaminated sites in the City to less than significant levels. As shown in Figure 4.6-1 of the 2014 Final EIR, various contaminated sites were identified in the Specific Plan area. While implementation of the Specific Plan could lead to development of these sites, such development would be required to undergo remediation and cleanup under the Department of Toxic Substances Control (DTSC) and the Regional Water

Quality Control Board (RWQCB) prior to development. The Specific Plan would not result in impacts from contaminated sites beyond those identified in the 2014 Final EIR.

### *Airport Safety*

While parts of the City are in the current airport land use plan of Brackett Field, a public use airport in the City of La Verne operated by Los Angeles County, the refined Downtown Specific Plan area is located approximately two miles south of the airport. Therefore, implementation of the Specific Plan would not result in the construction of residential and mixed-uses within two miles of an airport facility and would not result in a safety impact for people residing or working in the Plan area beyond that identified in the Final EIR.

### *Emergency Response and Evacuation Plans*

The General Plan contains policies to provide for the proper implementation of adopted emergency response and evacuation plans. The 2014 Final EIR concluded that, with implementation of these policies, development under the General Plan would result in less than significant impacts to emergency response and evacuation plans. Because development envisioned for Downtown Pomona under the Specific Plan is consistent with the General Plan, the Specific Plan would not result in an impact to adopted emergency response and evacuation plans beyond that identified in the 2014 Final EIR.

### *Wildfire Hazards*

Parts of Pomona are susceptible to wildland fires due to its hilly terrain, dry weather conditions and the nature of its plant cover. As concluded in the 2014 Final EIR, policies included in the General Plan would reduce the exposure of people or structures to significant risk of loss, injury, or death involving wildland fires to less than significant levels. However, the Downtown Specific Plan area is primarily built-out and located in the City's center (see Figure 1), which is fully urbanized and surrounded by other urban development. Therefore, development facilitated by the Specific Plan would not be directly susceptible to wildfires. The Specific Plan would not result in an impact involving wildland fires beyond that identified in the 2014 Final EIR.

## **Hydrology and Water Quality**

### *Water Quality and Wastewater*

As concluded in the 2014 Final EIR, compliance with the NPDES permit requirements, the City's Municipal Code, and General Plan policies would reduce water pollutants from the operation of new development to the maximum extent practicable, resulting in less than significant impacts to water quality and waste discharge requirements. Development under the Specific Plan could result in an increase in pollutants in stormwater and wastewater, although water quality standards and waste discharge requirements would not be violated. Water quality degradation from construction would be specific to each individual project, and thus would depend largely on the areas affected and the length of time soils are subject to erosion, and construction activities on-site. However, as stated in the Specific Plan, the primary regulatory control for the protection of water quality NPDES permit administered SWRCB. The SWRCB and Los Angeles RWQCB establish requirements prescribing the quality of point sources of discharge and establish water quality objectives. In addition, the City of Pomona protects water resources through implementation of its Storm Water Pollution Prevention Program as required by the NPDES permit program. Further, Chapter 18 (Environment) Division 3

(Discharge Regulations and Requirements) of the City's Municipal Code sets forth regulations associated with stormwater. All these requirements would apply to development throughout the City, including the Downtown Specific Plan area. Therefore, the Specific Plan would not result in an impact regarding pollutants in stormwater and wastewater beyond that identified in the Final EIR.

#### *Groundwater Supplies, Drainage, Flooding, and Runoff*

The 2014 Final EIR concluded that compliance with the NPDES permit requirements, the City's Municipal Code, and General Plan policies, would reduce impacts to groundwater supplies, drainage patterns, downstream floods, and urban runoff to less than significant levels. As with the General Plan, new development facilitated by the Specific Plan would be primarily consists of infill in already urbanized areas, where increases in impervious surfaces would be minimal. As stated in the Specific Plan, only an incremental expansion in the quantity of net new impervious surfaces is expected as a part of future development. In compliance with federal, state, regional and local requirements, contractors constructing new development or redevelopment projects are required to implement BMPs. Furthermore, the Specific Plan includes storm drainage policies, which would provide for storm drain infrastructure and systems (e.g., detention basins, vegetated swales, rain gardens, permeable paving, rainwater harvesting) to remove pollutants from stormwater runoff prior to discharge. Therefore, the Specific Plan would not result in impacts related to groundwater supplies and quality, existing drainage patterns, downstream flooding, and polluted runoff beyond those identified in the 2014 Final EIR.

#### *Hydrological Risks*

As stated in the 2014 Final EIR, development under the General Plan would not place people or structures within a flood zone. While the City is within the San Antonio Dam inundation zone, compliance with the City's Municipal Code and General Plan policies would reduce flooding impacts to less than significant levels. The 2014 Final EIR also concluded that, due to the City's geographic location, people or structures in the City would not be impacted by a seiche, tsunami, or mudflow. As stated in the 2014 Final EIR, the potential for a flood event exists within Pomona in the form of dam inundation from the San Antonio Dam and Live Oak Reservoir. While new development under the Specific Plan could increase the quantity of residential uses with risk of inundation, Section 18-640 of the Municipal Code requires all new construction and substantial improvements within a flood-prone area to be designed and adequately anchored to prevent flotation, collapse, or lateral movement. The section also requires the use of flood-resistant building materials and construction methods. Sections 18-641 and 18-642 of the City's Municipal Code establish requirements for the construction of utilities in flood-prone areas. Overall, the Specific Plan would not increase risk of inundation or increase exposure of people, employees, or structures to a flood risk beyond that identified in the 2014 Final EIR.

#### **Land Use and Planning**

As stated in the 2014 Final EIR, the General Plan emphasizes building form and character in districts and neighborhoods to allow a mix of land uses, a renewed Downtown Pomona, and redefined corridors. The 2014 Final EIR concluded that no substantial land use or circulation changes that would physically divide an established community would occur under the General Plan. As discussed under *Aesthetics*, the Specific Plan establishes a district-based zoning approach in which each of the Plan's districts would be regulated by form standards (e.g., density, number of stories, height) that reflect the area's visual character as envisioned by the City's General Plan. Figure 3 shows the boundaries of the Plan area's four districts: Mixed Use – Central Business District (MU-CBD), Mixed

Use – Institutional (MU-I), Mixed Use – High Density Residential (MU-HDR), and Residential – Multifamily R-MF). Furthermore, as part of the Downtown Pomona Specific Plan update effort, City staff identified related refinements to the Plan area’s boundaries and designations. Prior to the update effort, many parcels were included in both the 1994 Downtown Pomona Specific Plan and 2014 Pomona Corridors Specific Plan. Figure 4 and Table 1 provide an exhibit and matrix describing boundary and designation refinements accompanying the updated Downtown Pomona Specific Plan. Nonetheless, the Specific Plan includes goals, policies, and regulations to facilitate an increase in mixed-uses, pedestrian-friendly streets, and transit mobility that, in conjunction with the associated refinements, would encourage residential and commercial activity in and around the Plan area and improve overall connectivity. Therefore, as with the General Plan, implementation of the Specific Plan would not physically divide an established community.

### *Consistency with Applicable Plans*

As concluded in the 2014 Final EIR, implementation of the General Plan would be generally consistent with applicable adopted plans, regulations, or policies. Several regionally and locally adopted land use plans, policies, and regulations are applicable to development under the Specific Plan, which include the SCAQMD AQMP, SCAG RTP/SCS, the City’s Municipal Code, and the City’s General Plan. As discussed under *Air Quality*, the Specific Plan would be consistent with development envisioned in the General Plan and within SCAG growth forecasts. By increasing the density, mixed-uses, and transit mobility, implementation of the Specific Plan would also be expected to generally reduce per capita air pollutant emissions associated with vehicle use, which is also consistent with the AQMP. The Specific Plan refines the uses set forth in the General Plan and provides further guidance for development in the Plan area but would not change the future land use pattern for the area relative to the General Plan. Furthermore, associated refinements delineate just one governing specific plan between the 1994 Downtown Pomona Specific Plan and 2014 Pomona Corridors Specific Plan to avoid conflicting regulations as well other minor changes in line with the updated General Plan. Therefore, the refined Specific Plan would not generate substantial conflicts with the City’s Zoning Map or General Plan. The Specific Plan would not involve consistency conflicts with land use plans, policies, or regulations not identified in the 2014 Final EIR.

As discussed in the 2014 Final EIR, the City does not currently have a habitat conservation or natural community conservation plan. The Downtown Specific Plan area also is not subject to a habitat conservation or natural community conservation plan. Furthermore, development under the Specific Plan would be subject to the City’s Oak Tree Preservation Ordinance. Therefore, the Specific Plan would not conflict with any habitat conservation plan or natural community conservation plan.

### *Farmland Conversion*

As concluded in the 2014 Final EIR, the City does not contain land designated as Prime Farmland, Unique Farmland or Farmland of Statewide Important by the State’s Farmland and Mapping Program. The Downtown Specific Plan area is built-out with urban uses. Therefore, as with the General Plan, the Specific Plan would not convert potential agricultural lands to urban uses or conflict with a Williamson Act contract.

## **Noise**

### *Temporary and Permanent Noise*

As concluded in the 2014 Final EIR, implementation of the City's existing noise regulations and standards, as well as goals and policies of the General Plan, would reduce potential noise impacts related to existing and future land uses to less than significant levels. Development facilitated by the Specific Plan would occur within Downtown Pomona and along redefined corridors and would generate temporary and permanent sources of noise. Under the Specific Plan, the primary source of temporary or periodic noise would be construction activity and maintenance work. However, Section 18-305 of the City's Municipal Code allows noise sources associated with construction, repair, remodeling or grading of any real property or during authorized seismic surveys, provided such activities do not take place between the hours of 8 PM and 7 AM on weekdays, including Saturday, or at any time on Sunday or a federal holiday, and provided the noise level created by such activities does not exceed the noise standard of 65 dB(A) plus the limits specified in section 18-311(b) of the Municipal Code as measured on residential property. With compliance with these restrictions, construction noise impacts associated with buildout of the Specific Plan would not create a significant adverse effect on sensitive receptors. Because development facilitated by the Specific Plan would be similar to that envisioned in the General Plan, operational noise associated with development under the Specific Plan would remain the same as what was considered in the Final EIR. Implementation of the Specific Plan would not result in temporary or operational noise impacts beyond those identified in the Final EIR.

### *Groundborne Vibration*

Groundborne vibration in Pomona is generated primarily by two sources: temporary construction activities and permanent traffic on roadways and railways. As concluded in the 2014 Final EIR, construction vibration would result in less than significant impacts; however, vibration impacts associated with active rail lines would result in significant, but mitigable, impacts. Construction activities under the Specific Plan would also generate groundborne vibration. However, as with individual developments under the General plan, the City would review the potential for such impacts before it issues building permits and would require measures such that physical damage to neighboring buildings would not occur before issuing a building permit. Automotive traffic on roadways and train traffic on railways under the Specific Plan would also produce groundborne vibration. The Specific Plan would facilitate new residential uses in transit-oriented districts subject to potential vibration-related impacts from rail lines along First Street. However, as with the General Plan, the Specific Plan would comply with Mitigation Measure N-1 of the 2014 Final EIR, which would reduce the impact of groundborne vibration on new residential uses located near Pomona's active transit rail line along East 1<sup>st</sup> Street. Therefore, implementation of the Specific Plan would not result in impacts from groundborne vibration beyond those identified in the 2014 Final EIR.

### *Airport Noise*

The 2014 Final EIR concluded that future development at the Fairplex could include residential uses that could be exposed to airport noise levels in excess of existing thresholds, which would result in a significant, but mitigable, impact. However, as discussed under *Hazards and Hazardous Materials*, the refined Downtown Specific Plan area is located approximately two miles south of Brackett Field. As determined in the 2014 Final EIR, most of the City is located outside of the airport's noise contours, including the Downtown Specific Plan area. While development facilitated by the Specific



Plan would be exposed to temporary and intermittent overflight noise, the Specific Plan would not result in exposure to airport noise.

## **Population and Housing**

### *Growth*

As concluded in the 2014 Final EIR, implementation of the General Plan would not generate growth in population, jobs, and housing in excess of SCAG's RTP/SCS forecasts. As discussed under *Air Quality*, the Downtown Specific Plan would encourage higher density, mixed-use, walkable development around activity centers and transit stations in Downtown Pomona as envisioned by the General Plan but would not generate growth beyond levels anticipated in the General Plan or the 2014 Final EIR. Furthermore, as envisioned by the General Plan, the Specific Plan would facilitate the development of a mix of residential and commercial uses in proximity to one another, which would encourage a balance of jobs and housing. Therefore, the Specific Plan would not result in an exceedance in population and housing projections or increase population growth beyond what is forecast in the 2014 Final EIR.

### *Displacement*

As concluded in the 2014 Final EIR, implementation of the General Plan would not result in the displacement of substantial numbers of people or housing given that the General Plan would facilitate the development of new housing. As with the General Plan, new and intensified development under the Specific Plan would likely displace existing residences. However, consistent with the General Plan, future buildout under the Specific Plan would increase residential density in Downtown Pomona and offset any displaced residences. Therefore, the Specific Plan would not result in the displacement of substantial numbers of people or housing and would not increase impacts related to displacement beyond those identified in the 2014 Final EIR.

## **Public Services**

### *Fire Protection*

As concluded in the 2014 Final EIR, development facilitated by the General Plan increase demand for fire protection services and potentially create the need for new fire protection facilities; however, compliance with applicable codes and regulations and compliance with General Plan Update policies would reduce impacts to a less than significant level. Fire protection services are provided by the Los Angeles County Fire Department (LACoFD) and include fire, rescue, hazardous materials prevention, and emergency services. As stated in the Specific Plan, the LACoFD uses national guidelines for response time targets which consist of five minutes for the first arriving unit for fires and basic life support and eight minutes for advanced life support (paramedic) in urban areas. Pomona is part of the LACoFD Division III and the nearest fire department facility is Station 181 – Division and Battalion Headquarters located at 590 South Park Avenue near the southern boundary of the Plan area. Any new development that would occur under the Specific Plan would be in the existing LACoFD service area and would be required to comply with all applicable federal, state, and local regulations governing the provision of fire protection services, including adequate fire access, fire flows, and number of hydrants. These project-specific requirements include construction standards in new structures and remodels, road widths and configurations designed to accommodate the passage of fire trucks and engines, and requirements for minimum fire flow rates

for water mains. Based on these facts, the Downtown Specific Plan would not result in an impact to existing fire protection facilities nor result in the need for additional fire protection facilities and no impacts beyond those identified in the 2014 Final EIR would occur.

### *Police Protection*

The 2014 Final EIR concluded that development facilitated by the General Plan increase demand for police protection services and potentially create the need for new police protection facilities; however, compliance with applicable codes and regulations and compliance with General Plan Update policies would reduce impacts to a less than significant level. The Pomona Police Department (PPD) provides police protection services in Pomona. As stated in the Specific Plan, the PPD provides services in crime investigation, offender apprehension, community awareness programs, traffic control, and other services. Seven facilities provide police services in Pomona. Of these facilities, three provide first-response services and include the Main Station at 490 W. Mission Boulevard, the Traffic Bureau at 100 West Commercial, and the Aero Bureau at 1905 McKinley. Implementation of the potential development allowed under the Specific Plan was addressed in the Final EIR, which includes policies to reduce crime and provide for law enforcement as the City experiences future growth. Nonetheless, police policies included in the Specific Plan would promote the integration of Crime Prevention Through Environmental Design principles (i.e., Natural Surveillance, Natural Access Control, and Territorial Reinforcement) for new development and public spaces. Overall, the Specific Plan would not result in an impact to police protection facilities or result in the need for additional police protection facilities. No impacts beyond those identified in the Final EIR would occur.

### *Schools*

As concluded in the 2014 Final EIR, implementation of the General Plan would result in an increase in student enrollment; however, schools in the City have adequate capacity to serve the additional students and impacts associated with an increase in students were determined to be less than significant. The Specific Plan area is located in the Pomona Unified School District (PUSD). Existing facilities include elementary, middle and high schools as well as opportunities for higher level education. The increase in residential development under the Specific Plan would increase enrollment in local schools in the PUSD. Nonetheless, as with development under the General Plan, the payment of statutory fees pursuant to Section 65995 (3) (h) of the California Government Code (Senate Bill 50, chaptered August 27, 1998), "...is deemed to be full and complete mitigation of the impacts of any legislative or adjudicative act, or both, involving, but not limited to, the planning, use, or development of real property, or any change in governmental organization or reorganization." Therefore, the Specific Plan would not result in a significant impact related to schools and would have no impact related to schools beyond that identified in the Final EIR.

### **Recreation**

As stated in the Final 2014 EIR, the City's target parkland to population ratio is 3 acres per 1,000 residents. Based on this target, there is an existing deficit in parkland and recreational facilities in the City. The 2014 Final EIR concluded that development of new parkland, bicycle facilities, and pedestrian facilities under the General Plan, as well as implementation of goals and policies associated with the General Plan, would reduce impacts associated with the demand for recreational facilities to less than significant levels. As with development under the General Plan, an increase in population resulting from implementation of the Specific Plan could increase demand on existing parkland and recreational facilities such that deterioration of these facilities would be

accelerated. However, Section 70.69 of the City's Municipal Code requires dedication of park lands or payment of in-lieu fees, or a combination thereof, for the construction of new dwelling units. In addition, improvement and expansion of the existing bicycle and pedestrian network envisioned under the Specific Plan would provide additional recreational facilities for use by City residents in addition to other planned parkland and recreation improvements in the General Plan. Furthermore, park and recreation policies included in the Specific Plan support the expansion of parks, recreation, and public spaces in Downtown Pomona. Based on these facts, the Specific Plan would not result in a significant impact related to recreation and would have no impact to parkland and recreational facilities beyond that identified in the 2014 Final EIR.

## **Transportation and Traffic**

### *Transportation Facilities*

As determined in the 2014 Final EIR, traffic associated with development facilitated by the General Plan would degrade operations at several intersections and three Congestion Management Program (CMP) facilities (i.e., two freeway segments and one intersection), to below identified City standards. While none of these intersections and CMPP facilities are in the Specific Plan area, development facilitated by the Specific Plan would contribute additional vehicle trips throughout the City, including intersections and CMP facilities that are expected to operate unacceptably under buildout of the General Plan. Nonetheless, while the Specific Plan would incrementally contribute to the significant and unavoidable impacts to these intersections and CMP facilities associated with the General Plan, the Specific Plan would not increase traffic impacts to the roadway network beyond those identified in the 2014 Final EIR since it would not increase development intensity or associated vehicle trips compared to the General Plan.

### *Air Traffic Patterns*

As discussed in the 2014 Final EIR, there are no airports in the City and implementation of the General Plan would not impact air traffic pattern. As discussed under *Hazards and Hazardous Materials* and *Noise*, the Downtown Specific Plan area is located approximately two miles south of Brackett Field. Therefore, the Specific Plan would not affect air traffic patterns and would have no impact beyond that identified in the 2014 Final EIR.

### *Traffic Hazards and Site Accessibility*

As concluded in the 2014 Final EIR, development under the General Plan would be required to meet City design standards and comply with General Plan policies aimed at improving traffic safety and accessibility, which would reduce impacts associated with traffic hazards to less than significant levels. As with development associated with the General Plan, individual projects under the Specific Plan would be required to meet all applicable local and State regulatory standards for site design and emergency access, including those in the CBC, Municipal Code, and Fire Code. Furthermore, projects under the Specific Plan would be required to undergo independent project-level design review by the City. Potential traffic hazards or inadequate emergency access from a design feature or incompatible use associated with individual projects would be reviewed during this process. Therefore, the Specific Plan would not generate traffic hazards or site accessibility issues and would have no impact beyond that identified in the 2014 Final EIR.

### *Alternative Transportation*

As concluded in the 2014 Final EIR, implementation of the General Plan would enhance the use of alternative transportation modes in the City and would result in less than significant impacts. Implementation of the Specific Plan would enhance the use of alternative transportation modes, including transit, bicycling, and walking consistent with the General Plan. One of the central directives of the Specific Plan is to create pedestrian-friendly streets that include integrated transportation systems, provide pedestrian and bicycle links, and improve overall vehicular circulation. The General Plan includes a range of policies aimed at enhancement of alternative transportation mode opportunities throughout the City. These and Specific Plan policies aimed at improving transit mobility would reduce impacts related to alternative transportation to a less than significant level such that the Specific Plan would not result in impacts beyond those identified in the Final EIR.

## **Utilities and Service Systems**

### *Water Supply*

As stated in the 2014 Final EIR, implementation of the General Plan would increase demand for water supply; however, the City's 2010 Urban Water Management Plan (UWMP) projects that adequate water supply would be available to serve population growth in the City through 2035. The 2014 Final EIR concluded that development under the General Plan would have less than significant impacts to water supply. As with the General Plan, development facilitated by the Specific Plan would increase demand for water supply. However, water demand projections in the City's Urban Water Management Plan (UWMP) are based on SCAG population growth forecasts for the City. As stated in the 2014 Final EIR, the UWMP projects that the City will have adequate water supply, with normal conservation efforts, to meet demand through 2035 in average year. As discussed under *Air Quality*, development facilitated by the Specific Plan would be consistent with that envisioned by the General Plan and within SCAG growth forecasts. Therefore, water supplies would be adequate to serve population growth facilitated by the Specific Plan. Furthermore, as discussed in the Specific Plan, the City is signatory to the Memorandum of Understanding regarding Urban Water Conservation in California and is a member of the California Urban Water Conservation Council. As a signatory, the City has pledged to implement 14 conservation BMPs, which include water survey programs, residential plumbing retrofit, system water audits, landscape conservation programs, public and school education programs, conservation pricing, and a low-flush toilet replacement program. In addition to these BMPs, the Specific Plan includes water policies to reduce water consumption, require water saving devices for all development in the Plan area, and explore recycled water opportunities for irrigation. The Specific plan would not result in significant impacts to water supply or involve any impact beyond that identified in the 2014 Final EIR.

### *Wastewater Generation*

The 2014 Final EIR concluded that implementation of the General Plan would not violate wastewater treatment requirements of the RWQCB and impacts associated with wastewater would be less than significant. Implementation of the Specific Plan would result in an increase in wastewater generation, and wastewater generated by new residential growth would require treatment. Wastewater service in Pomona is provided by the City's Public Works Department, and collected wastewater is treated by the Los Angeles County Sanitation Districts (LACSD). As discussed in the Specific Plan, LACSD has adopted ordinances over time establishing legal mechanisms to protect and finance operations and facilities, including the Industrial Wastewater Discharge Permit,

Connection Fee, and Discharge Programs. The Connection Fee Program requires all new uses of the LACSD sewerage system to pay their share of costs for providing additional conveyance, treatment, and disposal facilities. Therefore, as stated in the 2014 Final EIR, existing treatment plant capacity and infrastructure would accommodate planned future growth. The Specific Plan would not result in a significant impact to wastewater treatment facilities and would have no impact beyond that identified in the 2014 Final EIR.

### *Solid Waste Generation*

As stated in the 2014 Final EIR, implementation of the General Plan would increase solid waste generation; however, landfills serving the City have adequate capacity to accept the additional waste and future development would comply with General Plan policies aimed at increasing recycling in the City. The 2014 Final EIR concluded that impacts from solid waste generation under the General Plan would be less than significant. Development facilitated by the Specific Plan would also increase the amount of solid waste sent to area landfills. However, as stated in the 2014 Final EIR, landfills serving the City have adequate capacity to accept the additional waste. Furthermore, as with development under the General Plan, individual developments facilitated by the Specific Plan would also be reviewed on a project-by-project basis and solid waste impacts would be evaluated based on existing and planned disposal facilities and capacities available. The Specific Plan also includes solid waste policies requiring all new development to participate in solid waste source reduction and diversion programs to the maximum extent practical. The Specific Plan would not result in significant impacts related to solid waste generation and would have no impact beyond that identified in the 2014 Final EIR.

## Conclusion

As discussed in *Environmental Impacts*, development facilitated by the updated Downtown Specific Plan would be consistent with the development intensity established by the City's General Plan. Environmental impacts associated with the Specific Plan would be similar to those anticipated for the Downtown Plan area in the 2014 General Plan Final EIR and the Specific Plan would not result in any new or increased severity significant environmental effects beyond those identified in the 2014 Final EIR. Mitigation beyond that identified in the 2014 Final EIR is not required. As such, pursuant to §15183 of the CEQA Guidelines, no additional environmental review or documentation is required for the Specific Plan under CEQA.

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