



The Collection at Mountain Crest Hills

Class 32 Categorical Exemption Report

prepared by

City of Pomona

Planning Division

505 South Garey Avenue

Pomona, California 91766

prepared with the assistance of

Rincon Consultants, Inc.

250 East 1st Street, Suite 1400

Los Angeles, California 920012

July 2021



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Environmental Scientists | Planners | Engineers

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Table of Contents

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| Table of Contents | i |
| Class 32 Categorical Exemption Report..... | 1 |
| 1. Introduction | 1 |
| 2. Project Location | 1 |
| 3. Project Description | 4 |
| 4. Existing Site Conditions..... | 8 |
| 5. Consistency Analysis | 10 |
| Criterion (a) | 10 |
| Criterion (b) | 11 |
| Criterion (c) | 11 |
| Criterion (d) | 11 |
| Criterion (e) | 23 |
| 6. Exceptions to Exemptions..... | 23 |
| Cumulative Impact | 23 |
| Significant Effect | 23 |
| Scenic Highways | 23 |
| Hazardous Waste Sites..... | 24 |
| Historical Resources | 24 |
| 7. Summary | 25 |
| 8. References | 25 |

Tables

| | | |
|---------|--|----|
| Table 1 | Project Characteristics..... | 4 |
| Table 2 | Consistency with Pomona General Plan Policies..... | 10 |
| Table 3 | Consistency with Zoning Ordinance Requirements | 11 |
| Table 4 | Exterior Noise Level Standards | 14 |
| Table 6 | SCAQMD Regional Significance Thresholds..... | 18 |
| Table 9 | Project Operational Emissions | 21 |

Figures

Figure 1 Regional Project Location.....2

Figure 2 Neighborhood Context.....3

Figure 3 Proposed Site Plan.....5

Figure 4 Proposed Building Front and Rear Elevations6

Figure 6 Photographs of the Project Site9

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Class 32 Categorical Exemption Report

This report serves as the technical documentation of an environmental analysis performed by Rincon Consultants, Inc. for the 1137-1149 West Phillips Boulevard Housing Project in the City of Pomona. The intent of the analysis is to document whether the project is eligible for a Class 32 Categorical Exemption (CE) as provided for in the California Environmental Quality Act (CEQA), Section 15332 of the CEQA Guidelines. The report provides an introduction, project description, and evaluation of the project's consistency with the requirements for a Class 32 CE. This includes an analysis of the project's potential impacts in the areas of biological resources, traffic, air quality, noise, and water quality. The report concludes that the project is eligible for a Class 32 CE.

1. Introduction

The City of Pomona proposes to adopt a Class 32 CE for a proposed project at 1137-1149 West Phillips Boulevard. The CEQA Guidelines Section 15332 states that a CE is allowed when an infill project meets the following conditions:

- a. The project is consistent with the applicable general plan designation and all applicable general plan policies as well as with applicable zoning designation and regulations.
- b. The proposed development occurs within city limits on a project site of no more than five acres substantially surrounded by urban uses.
- c. The project site has no value as habitat for endangered, rare, or threatened species.
- d. Approval of the project would not result in any significant effects relating to traffic¹, noise, air quality, or water quality.
- e. The site can be adequately served by all required utilities and public services.

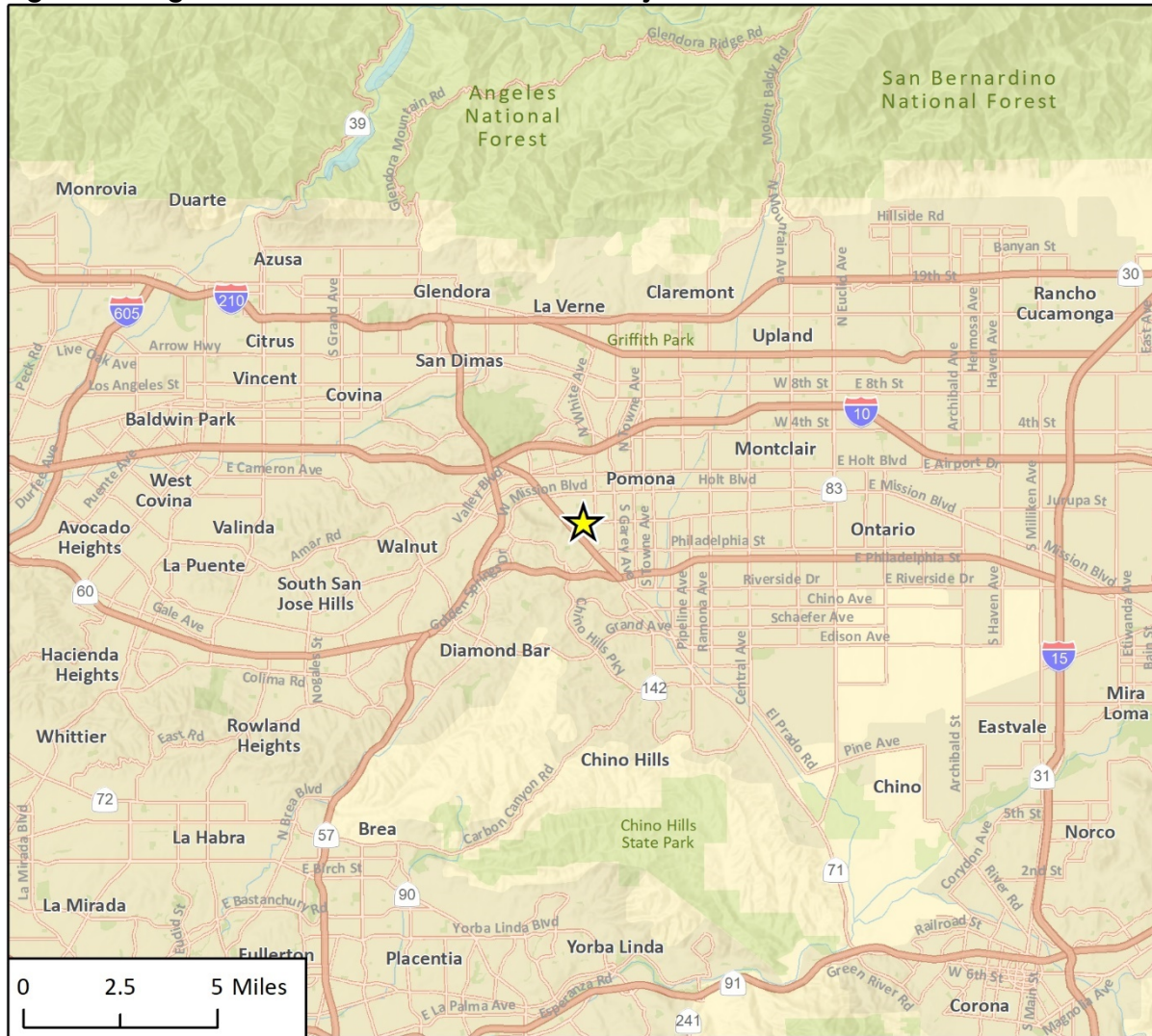
Additionally, CEQA Guidelines Section 15300.2 states that a categorical exemption "shall not be used for a project which may cause a substantial adverse change in the significance of a historical resource." Rincon Consultants, Inc. evaluated the project's consistency with the above requirements, including its potential impacts in the areas of biological resources, traffic, noise, air quality, and water quality to confirm the project's eligibility for the Class 32 exemption.

2. Project Location

The 0.9-acre project site is located at 1137-1149 West Phillips Boulevard in a residential area of the city of Pomona (City), Los Angeles County, California (Assessor's Parcel Number [APN] 8343-012-015 and 8343-012-016). Single family residences surround the project site to the north, east, and south. The Mt. Zion Baptist Church is southwest, and the Palm Lake Golf Course is west of the project site, across West Phillips Boulevard. Figure 1 shows the project site in its regional context, and Figure 2 shows the project site in its neighborhood context.

¹ Impacts related to parking are not discussed in this report, as such impacts are generally not considered as physical effect on the environment under CEQA.

Location



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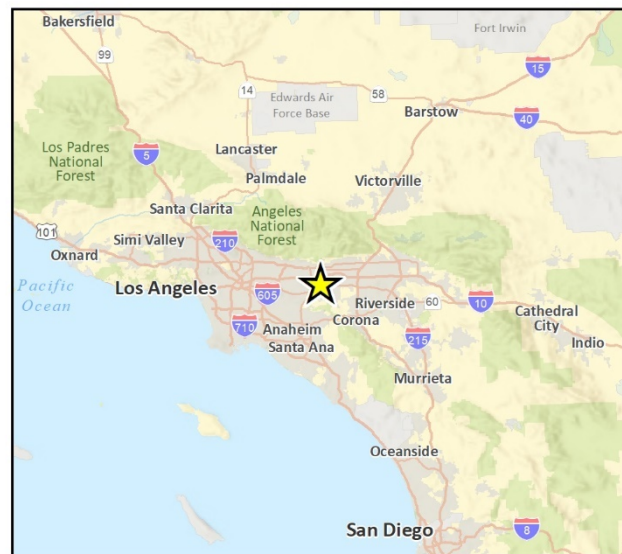


Figure 2 Neighborhood

Context



3. Project Description

The proposed project would entail the merging of two parcels into one and construction of 12 residential townhomes on 0.9 acre. The units would be developed as duplexes, for a total of six buildings. The buildings would be two stories (32 feet in height) with floor areas of 2,090 square feet (sf) for units 3 through 12, and 2,152 sf for units 1 and 2. Each unit would include an attached 400 sf, two-car garage and approximately 347 sf of private outdoor space. The proposed project would include approximately 6,500 sf of common open space, approximately 8,000 sf of landscaping, a shared 25-foot wide, gate-controlled access driveway, and three guest parking spaces.

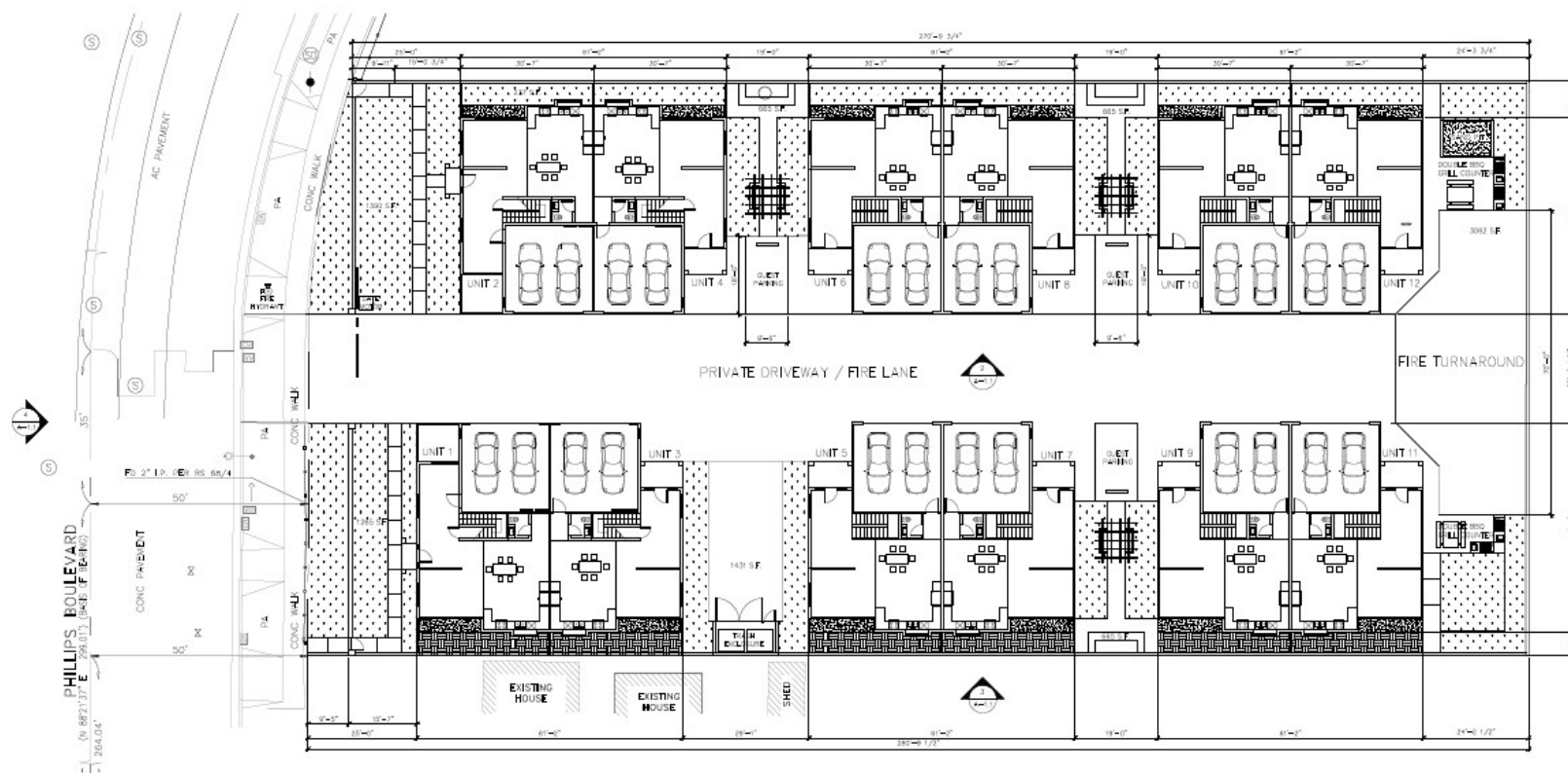
The project site is currently designated as Residential Neighborhood in the T3 and T4-B General Plan transects, which allow for a maximum residential development density of 20 dwelling units per acre (du/ac). The project site is zoned R-2, S Overlay which permits multi-family residences at densities from 7 to 15 units per net acre. The proposed residential use is permitted under the existing General Plan designation. The project is subject to a Conditional Use Permit in accordance with the City's zoning code as the project site is in the S Overlay and the project is a multi-family development of 10 or more units.

Table 1 shows the characteristics of the proposed project. Figure 3 shows the proposed site plan. Figure 4 and Figure 5 show the proposed building elevations.

Table 1 Project Characteristics

| | |
|---------------------------------|---|
| Address | 1137-1149 West Phillips Boulevard |
| Assessor's Parcel Number (APN) | 8343-012-015 and 8343-012-016 |
| Lot Area | 37,164 sf (0.9 acre) |
| Units | 12 units (6 duplex condominium buildings) |
| Density | 14 units per acre |
| Floor Area (Units 1 and 2) | Level 1: 920 sf per unit Level 2: 1,232 sf per unit Total: 2,152 gross sf |
| Floor Area (Units 3 through 12) | Level 1: 858 sf per unit Level 2: 1,232 sf per unit Total: 2,090 gross sf |
| Unit Layout (each unit) | 3 bedrooms, 3.5 bathrooms |
| Height | 28 feet, 8 inches (2 stories) |
| Private Parking | 400 sf, 2-car attached garages |
| Private Open Space (each unit) | Level 1: 237 sf, backyard patio Level 2: 140 sf, 2nd story balconies Total: 332 sf |
| Common Open Space | 6, 518 sf |
| Landscape Area | 8,124 sf |
| Guest Parking | 3 spaces |

Figure 3 Proposed Site Plan



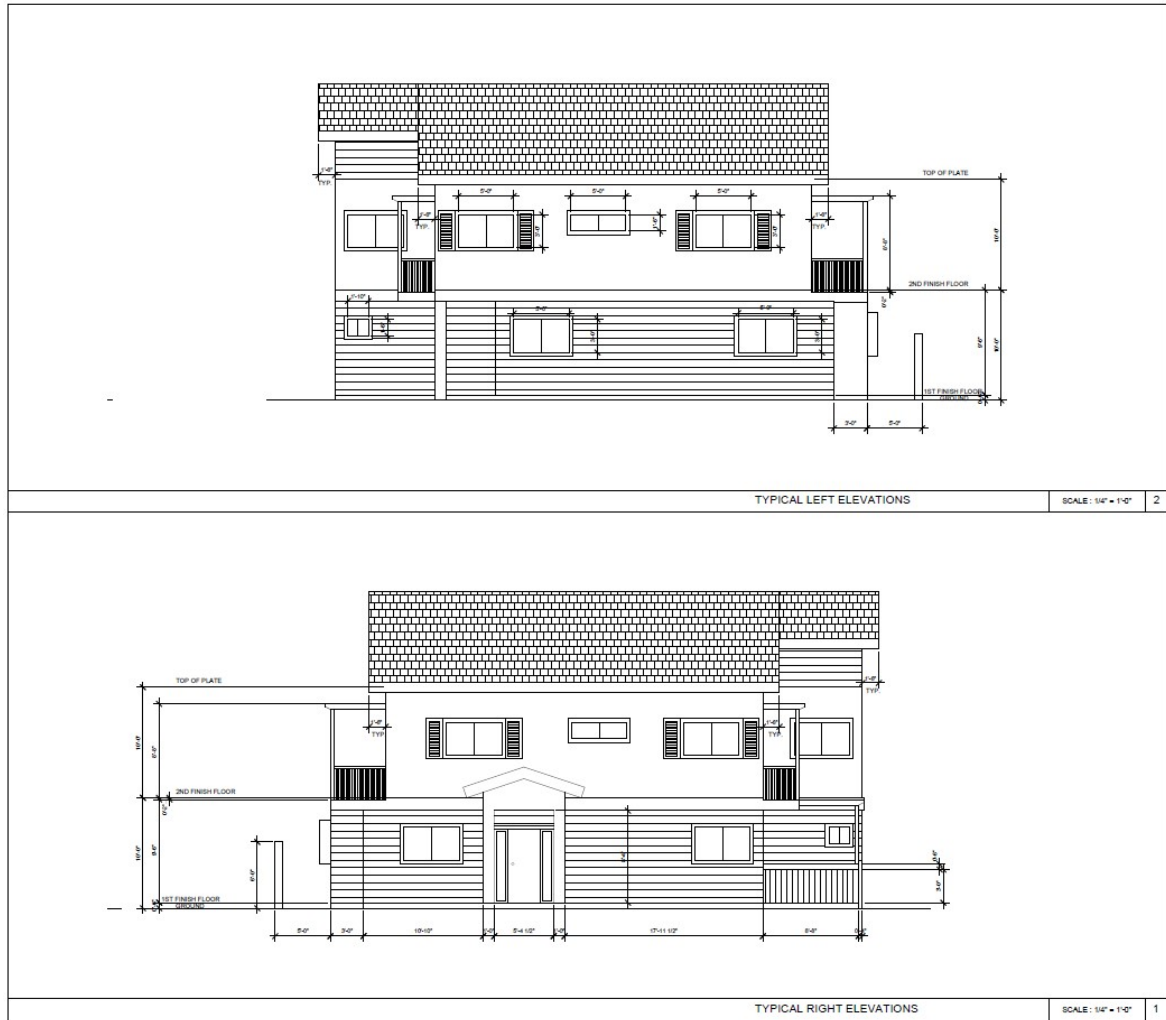
Source: JH Design

Figure 4 Proposed Building Front and Rear Elevations



Source: JH Design

Figure 5 Proposed Building Left and Right Elevations



Source: JH Design

As demonstrated in the project site plan (Figure 3), the proposed project would be set back 25 feet from the southern property line (West Phillips Boulevard), 24 feet from the northern property line (adjacent to single family residences), and 5 feet from the eastern and western property lines (providing private open space for each unit, i.e., backyards), satisfying Pomona Municipal Code (PMC) requirements.

Vehicular access to the site and private garages would be from West Phillips Boulevard through a shared, gate-controlled, 25-foot driveway. The concrete driveway would also serve as the emergency fire lane and would include a hammerhead turnaround at the northern boundary of the property. Pedestrian access would be provided from the southeast and southwest corners of the site and would include ADA-compliant pathways through the front yard setback area, connecting to the driveway near the southeast corner of Unit 1 and the southwest corner of Unit 12.

The proposed project would include approximately 8,000 sf of landscaping including 2 coast live oak, 8 forest pansy eastern redbud, and 215 fern pine trees, plus a variety of shrubs (Wynabbie gem, English lavender, red fountain grass, smooth agave, red autumn sage, large dark blue lily of the Nile, fortnight lily, star jasmine, mixed colors inpatients, and blue chalksticks) and groundcover. The project would comply with the City's water efficient landscape ordinance. The landscape area would include common space amenities such as BBQ stations, a sand pit with benches, and turf. In addition, each unit would include a private backyard.

Project construction would occur over approximately 12 months, beginning at the end of 2021 through 2022. Based on preliminary earthwork estimates, the project would require approximately 3,248 cubic yards (cy) of soil excavation, with approximately 1,642 cy of cut soil being used as fill on-site. An additional estimated 1,624 cy of excess soil would be exported off-site.

4. Existing Site Conditions

The 0.9-acre (37,164 sf) project site is generally flat and rectangular, comprised of two parcels. The site is currently covered with ruderal vegetation, with seven total trees, including four coast live oak species, one evergreen ash, and 2 trees of heaven (Cabral 2020).. There are two existing curb cuts at the southern property line, along West Phillips Boulevard, indicative of single-family structures that previously occupied the parcels. The two parcels would be merged as part of the proposed project. Figure 6 provided current images of the project site.

Figure 6 Photographs of the Project Site



Photo 1: Southwest corner of the project looking north.



Photo 2: Southeast corner of the project looking north.

5. Consistency Analysis

Criterion (a)

The project is consistent with the applicable General Plan designation and all applicable General Plan policies, as well as with applicable zoning designation and regulations.

General Plan Consistency

The project site is currently designated as Residential Neighborhood in the T3 and T4-B General Plan transects, which allow for a maximum residential development density of 20 dwelling units per acre (du/ac). The proposed residential use is permitted under the existing General Plan designation. The proposed project would have a density of 14 du/ac. Table 2 details the proposed project's consistency with applicable General Plan policies.

Table 2 Consistency with Pomona General Plan Policies

| Policy | Consistency |
|--|---|
| 6G.P1 City Places: Revise the Zoning Ordinance to include standards for residential neighborhood "preservation areas" which require new development to be consistent with the scale, setbacks, orientation, and character of adjacent homes | Consistent: Surrounding development consists largely of low density multi-family units. The proposed two-story townhomes would be similar in scale, setbacks, and orientation to surrounding development, and would be consistent with the character and quality of the area. |
| 6G. P2: Establish a prioritized public space network improvement program that includes measures to strengthen stable neighborhoods with new open space and street improvements. | Consistent: The proposed project would include common open space dispersed throughout the development and would be available to all residents of the development. |
| 6G. P2: To enhance the pedestrian environment, look for ways to provide multiple access points, through-streets and interconnectivity for all neighborhoods. | Consistent: The proposed project would be consistent with the access requirements for the Multiple Family Residential Zone. Pedestrian access would be from W. Phillips Boulevard on the north east section of the project. |
| 6G. P5: Invest in public infrastructure in aging neighborhoods to promote pride of ownership, revitalization of structures and new development. | Consistent: The proposed project would include new multi-family residential homes and would maintain the generally high-quality multi-family housing use that is prevalent in the neighborhood. |
| 6G. P8: Provide a landscape buffer between public sidewalks and housing or existing perimeter sound walls. Plant shrubs, turf, ground cover and clinging vines within the landscaped area. Where possible, terrace walls to provide pockets for landscaping Provide openings in long, continuous stretches of existing sound and perimeter walls for pedestrian circulation. | Consistent: All open space areas and parking area planters would be landscaped with a combination of trees and shrubs. Plantings would be dispersed throughout parking areas. |
| City of Pomona, 2014 | |

Municipal Code Consistency

The project site is zoned R-2, S Overlay which permits multiple-family residences at densities from 7 to 15 units per net acre. The proposed project would have a density of 14 du/ac. The project site is zoned R-2, Low Density Multiple Family. Pursuant to PMC Section 280, the R-2 zone is to "provide for the amenities and characteristics of single-family development at moderately higher densities." The

proposed multi-family residential building would thus be consistent with the allowable uses of the project site, according to its residential zoning and land use designations. Consistency with applicable PMC requirements for the R-2 zone is analyzed below and shown in Table 3.

Table 3 Consistency with Zoning Ordinance Requirements

| Criteria | Pomona Municipal Code Requirements | Proposed Project |
|----------------------------------|---|---|
| Density/Total # of Allowed Units | 7 to 15 units per net acre (PMC Section 280 3713, Section 4) | 12 units total (14 du/ac) |
| Common Open Space Required | 6,000 SF (PMC Section 280 4118, Section 3) | 6,518 sf |
| Private Open Space Required | 150 SF ground floor units (all units) (PMC Section 280 4118, Section 3) | 230 sf (1 st and 2 nd floor combined) |
| Height/Stories | No building or structure shall be higher than 35 feet or two stories (PMC Section 280 3713, Section 4) | 28 feet, 8 inches 2 stories |
| City of Pomona, 2020a | | |

PMC Section 280 requires at least 150 square feet of usable outdoor living space for each dwelling unit in the R-2 zone. With 3,926 square feet of common open space, the proposed project would exceed this requirement for usable outdoor living space. Additionally, there is 336 square feet of private open space in the form of balconies.

Criterion (b)

The proposed development occurs within city limits on a project site of no more than 5 acres substantially surrounded by urban uses.

The project site is located on a 0.9-acre parcel within a developed urban neighborhood. It is immediately surrounded by urban uses on all sides.

Criterion (c)

The project site has no value as habitat for endangered, rare, or threatened species.

The project site is comprised of vacant land dominated by non-native ruderal vegetation, with one coast live oak tree and a non-descript landscape ornamental tree. It has been heavily disturbed since at least 1994 and was previously developed with two single family homes from 1994 to 2019, which were demolished in 2020 (Google Earth 2021). As discussed in *Existing Site Conditions*, the project site is heavily disturbed due to evidence of grading activity and located within a highly developed urban area surrounded by existing development on all sides. Sensitive animal and plant species require very specialized habitats which are not found on the project site or in the surrounding vicinity. Therefore, the project site has no value as habitat for endangered, rare, or threatened species.

Criterion (d)

Approval of the project would not result in any significant effects relating to traffic, noise, air quality, or water quality.

The following discussion provides an analysis of the project's potential effects on traffic, noise, air quality, and water quality.

A. Traffic

Circulation System

The proposed project would include a pedestrian crossing at the intersection of South Hamilton Boulevard and West Phillips Boulevard. Pedestrian circulation would be consistent with the General Plan Policy 6B.P5 by providing a well-marked pedestrian crossing, which would facilitate pedestrian comfort and safety. The project would also provide pedestrian access at the southwest and southeast corners of the project frontage for visitors walking to the site, or for residents accessing public sidewalks to and from the site. Enhancements to the sidewalk along the project frontage would be required as well, in accordance with standard City Engineering requirements and ADA compliance.

There is a Class II bike lane on South Hamilton Boulevard and a Class III bike lane on West Phillips Boulevard (City of Pomona 2014). The proposed project would not impede the City's implementation of the Bicycle Master Plan. The proposed project would not conflict with City transportation plans.

Vehicle Miles Traveled (VMT)

The City of Pomona has established threshold criteria to determine the significance of traffic impacts on residential street segments. The proposed project entails development of 12 multiple family units in an established residential area. Pursuant to the City's *Substantial Evidence Memorandum for Vehicle Miles Traveled Screening Criteria Analysis*, multi-family residential projects that include less than 200 units are screened out for further analysis of VMT impacts (Dudek 2021). The proposed 12 units are below this threshold and therefore, screen out of further VMT analysis.

Site Access

The proposed project driveway would take access from West Phillips Boulevard and have an access-controlled gate system. As described above, pedestrians would have direct access to the site along pathways at the southwest and southeast corners of the project frontage. All access points, sidewalks, pathways and the driveway would be required to comply with standard ADA access standards. Therefore, no significant impacts related to site access would occur.

Emergency Access

Access to the proposed project would be right in/right out only. The 25-foot-wide private driveway would include a hammer head turnaround at the back of the property, which would require standard review and approval by the City Fire Department prior to occupancy. Fire and police service would be provided with access keys to override the access-control gate as needed.

CONCLUSION

Based on the assessment of traffic impacts and site access above, there would be no significant impacts related to traffic.

B. Noise

Rincon Consultants, Inc. (Rincon) prepared a project-specific Noise Study in 2021, under contract to the City of Pomona, and in support of the Class 32 CE evaluation. The Noise Study is on file with the City of Pomona as part of the project written record and the result of the study are summarized below.

Noise Characteristics and Measurement

Noise level (or volume) is generally measured in decibels (dB) using the A-weighted sound pressure level (dBA). The A-weighting scale is an adjustment to the actual sound power levels to be consistent with that of human hearing response, which is most sensitive to frequencies around 4,000 Hertz (about the highest note on a piano) and less sensitive to low frequencies (below 100 Hertz).

One of the most frequently used noise metrics that considers duration as well as sound power level is the equivalent noise level (L_{eq}). The L_{eq} is defined as the steady A-weighted level that is equivalent to the same amount of energy as that contained in the actual varying levels over a period of time (essentially, L_{eq} is the average sound level).

Noise Standards

The Noise & Safety chapter of the Pomona General Plan provides a description of existing noise levels and sources and incorporates comprehensive goals and policies. The General Plan includes the Community Noise Exposure table, which establishes acceptable noise, conditionally acceptable, normally unacceptable, and clearly unacceptable noise levels for various land uses. Noise levels up to 60 dBA CNEL are normally acceptable and ambient noise levels up to 70 dBA CNEL are conditionally acceptable for residential developments. In addition to the exterior noise standards, the General Plan identifies a residential interior noise standard of 45 dBA CNEL (City of Pomona 2014).

Noise exposure goals for various types of land uses reflect the varying noise sensitivities associated with those uses. According to the City of Pomona Noise Element, the following land uses are considered noise-sensitive uses of primary concern: residences, schools, childcare facilities, convalescent centers and retirement homes (City of Pomona 2014). The nearest sensitive receivers are the single-family residences immediately adjacent to the project site to the north, east, and west, as well as to the southeast across West Phillips Boulevard. The Mt. Zion Missionary Baptist Church (noise-sensitive receiver) and the Palm Lake Golf Course and Disc Golf (permanently closed) are located to the south and southwest across West Phillips Boulevard, respectively.

PMC Chapter 18, Article VII, Noise and Vibration Control establishes a series of regulations and standards to prevent excessive noise that may jeopardize the health, welfare or safety of the citizens or degrade their quality of life. Specifically, PMC Section 18-311, Exterior Noise Standards, establishes exterior noise standards categorized by various noise zones in the city. As shown in Table 4, the noise standards for these zones differ between daytime (7:00 a.m. to 10:00 p.m.) and nighttime (10:00 p.m. to 7:00 a.m.) hours.

Table 4 Exterior Noise Level Standards

| Noise Zone | Land Use | Noise Levels (dBA) | |
|------------|---------------------------|--------------------------------------|--|
| | | Daytime (7:00 a.m. to 10:00 p.m.) | Nighttime (10:00 p.m. to 7:00 a.m.) |
| 1 | Single-Family Residential | 60 dBA | 50 dBA |
| 2 | Multi-Family Residential | 65 dBA | 50 dBA |
| 3 | Commercial | 65 dBA | 60 dBA |

Source: PMC, Sections 18-310 (Designated Noise Zones) and 18-311 (Exterior Noise Standards)

PMC Section 18-311(b) states that the noise levels in Table 4 shall not exceed one or more of the following:

- The noise standard for a cumulative period of more than 30 minutes in any hour;
- The noise standard plus 5 dBA for a cumulative period of more than 15 minutes in any hour;
- The noise standard plus 10 dBA for a cumulative period of more than five minutes in any hour;
- The noise standard plus 15 dBA for a cumulative period of more than one minute in any hour; or
- The noise standard plus 20 dBA for any period of time.

PMC Section 18-311(c) states that If the ambient noise level exceeds any of the noise limit categories in subsections (b)(1) through (4) of this section, the cumulative period applicable to such category shall be increased to reflect such ambient noise level. If the ambient noise level exceeds the noise limit category in subsection (b)(5) of this section, the maximum allowable noise level under such category shall be increased to reflect the maximum ambient noise level.

PMC Section 18-305, Exemptions, exempts construction noise provided that such activities do not take place between the hours of 8:00 p.m. and 7:00 a.m. on weekdays, including Saturday, or at any time on Sunday or a federal holiday, and provided that the noise levels created by such activities does not exceed the noise standard of 65 dBA at a residential property or the standards specified in PMC Section 18-311(b).

Existing Ambient Noise Levels

The most common source of noise in the project site vicinity is vehicular traffic from West Phillips Boulevard and to a lesser extent, South Hamilton Boulevard. To characterize ambient sound levels at and near the project site, two short term 15-minute noise measurements were conducted on April 29, 2021. One long term 24-hour noise level measurement was conducted from May 6 to May 7, 2021. Table 5 summarizes the results of the short-term noise measurements.

Table 5 Project Site Vicinity Sound Level Monitoring Results

| Measurement Location | Measurement Location | Sample Times | Approximate Distance to Primary Noise Source | L _{eq} (dBA) | L _{min} (dBA) | L _{max} (dBA) |
|----------------------|---|------------------------|---|-----------------------|------------------------|------------------------|
| NM1 | Center of project site southern boundary, adjacent to West Phillips Boulevard | 12:41 12:56 p.m. | – Approximately 50 feet to West Phillips Boulevard | 55 | 41 | 71 |
| NM2 | Across West Phillips Boulevard, adjacent to South Hamilton Boulevard | 12:16 12:31 p.m. | – Approximately 25 feet to South Hamilton Boulevard | 59 | 46 | 78 |
| NM3 | Onsite | 8:54 a.m. 7:54 a.m. | – n/a | 55 | n/a | n/a |

Detailed sound level measurement data are included in Appendix A of the Noise Study.

Construction Noise

Construction would not take place between the hours of 8:00 p.m. and 7:00 a.m. on weekdays, including Saturday, or at any time on Sunday or a federal holiday. However, the loudest construction phase would be grading and building construction, during which noise levels would be approximately 77 dBA L_{eq} at the nearest off-site receiver. All phases would exceed the City's 65 dBA L_{eq} residential noise limit for construction at noise sensitive residential property lines; therefore, impacts would be potentially significant.

The Noise Study recommended temporary sound barriers to reduce construction noise levels at noise-sensitive receivers to below the City's 65 dBA L_{eq} residential noise limit for construction. The recommendations are in line with standard City conditions of approval and have been incorporated into the project plans in anticipation of City requirements. Mandatory compliance with City conditions of approval would ensure construction noise impacts would be less than significant.

Operational Noise

Noise from HVAC equipment located on each residential back patio would generate a noise level of 60 dBA L_{eq} at a reference distance of five feet. The nearest noise-sensitive receivers to proposed residential patio HVAC locations, consisting of residences west and east of the project, would be located approximately 15 feet from the nearest HVAC equipment based on the site plan. Because noise from HVAC equipment would attenuate at a rate of approximately 6 dBA per doubling of distance from the source, HVAC equipment would generate noise levels of 50 dBA L_{eq} at 15 feet. The project proposes construction of a six-foot tall masonry wall along the north, west, and east perimeter of the project site. Accounting for noise shielding that would be provided by the proposed masonry wall, the resulting HVAC noise level at adjacent residential receivers would be 45 dBA L_{eq}. Therefore, based on the estimated noise level of 45 dBA L_{eq} at 15 feet for shielded HVAC equipment, noise levels from such equipment would not exceed 60 dBA L_{eq} during daytime hours or 50 dBA L_{eq} during nighttime hours as regulated by PMC Section 18-311(c). Therefore, operational noise impacts associated with HVAC equipment would be less than significant.

Off-site Traffic Noise Increases

Noise levels affecting the proposed project site would be primarily influenced by traffic noise from West Phillips Boulevard; South Hamilton Boulevard would be a secondary traffic noise source. As discussed in the Noise Study, a doubling of traffic volumes would increase noise levels by approximately 3 dBA. The project includes 12 residential units with two car garages. Assuming the project would generate 12 trips per day for each residential unit, approximately 144 net new daily trips would be attributed to the project. To double existing traffic volumes on West Phillips Boulevard or South Hamilton Boulevard, existing volumes would need to be equal to or less than 144 daily trips.

Based on the traffic counts conducted during noise measurements, the one hour equivalent of 15 minute traffic counts would result in 276 hourly trips and 172 hourly trips for West Phillips Boulevard and South Hamilton Boulevard, respectively (see Noise Study). It is assumed that existing daily traffic on West Phillips Boulevard and South Hamilton Boulevard are far greater than the one-hour equivalent of 15-minute traffic counts. Therefore, the project would not double existing traffic volumes on surrounding roadways and would not increase ambient noise levels by more than 3 dBA, and off-site traffic noise impacts would be less than significant.

Traffic Noise Land Use Compatibility

The Pomona General Plan Noise Element includes the Community Noise Exposure table that establishes criteria for evaluating whether a given land use is compatible with the existing noise environment. The project proposes multi-family residential uses. For multi-family residential development, ambient noise levels up to 65 dBA CNEL are normally acceptable and ambient noise levels up to 70 dBA CNEL are conditionally acceptable. Where conditionally acceptable, projects shall demonstrate that interior noise levels do not exceed 45 dBA CNEL (City of Pomona 2014).

Based on the 24-hour noise measurement conducted on the project site, and shown in Table 5, 24-hour noise levels were 61 dBA CNEL at 150 feet from the centerline of West Phillips Boulevard. The nearest proposed residential building faced would be approximately 80 feet from the centerline of West Phillips Boulevard and the nearest rear patio area would be 90 feet from the centerline. Propagating the 24-hour noise level measured at NM3 to the nearest residential building façade and rear patio area would result in noise levels of 65 dBA CNEL at the façade and 64 dBA CNEL at the rear patio area. The nearest building façade would be fully exposed to traffic noise emanating from West Phillips Boulevard, however, the rear patio area would be shielded from traffic noise by the proposed residential structures and the existing adjacent residential structures to the east and west. Conservatively, it is assumed that the rear patio areas would receive 3 dBA of shielding from proposed and existing residential structures, resulting in a noise level of approximately 61 dBA CNEL at the nearest rear patio area to West Phillips Boulevard. Therefore, exterior traffic noise levels would comply with the City's exterior noise level standard of 65 dBA CNEL for multi-family uses at the rear patio areas of proposed residents.

The FHWA's guidelines indicate that modern building construction generally provides an exterior-to-interior noise level reduction of 20 to 35 dBA with closed windows (FHWA 2011). To comply with the California Energy Code (Title 24 Part 6), buildings in California are constructed with single- or double-glazed windows, which provide an exterior-to-interior noise level reduction of at least 25 dBA (FHWA 2011). Based on a noise exposure level of up to 65 dBA CNEL and a noise attenuation of 25 dBA, the interior noise level at residences adjacent to West Phillips Boulevard would be up to 40 dBA CNEL. Therefore, interior noise levels for the project would not exceed the City's interior noise standard of

45 dBA CNEL. As such, the project would be compatible with the ambient noise environment and City guidelines

CONCLUSION

The proposed project is not expected to result in a significant long-term increase in traffic noise levels, and temporary construction noise would be less than significant, based on compliance with the City's time restrictions on construction activities, contained in the City's Municipal Code, and compliance with standard conditions of approval. The project's operational noise would be similar to noise from other adjacent residences, including noise from nearby residences, and would be less than significant in the context of the existing noise in the surrounding area. Therefore, noise-related impacts resulting from implementation of the proposed project would be less than significant.

C. Air Quality

Rincon Consultants, Inc. (Rincon) prepared a project-specific Air Quality Study in 2021, under contract to the City of Pomona, and in support of the Class 32 CE evaluation. The Air Quality Study is on file with the City of Pomona as part of the project written record and the result of the study are summarized below.

Environment and Regulatory Setting

The project site is in the South Coast Air Basin (SCAB), which is bounded by the San Gabriel, San Bernardino, and San Jacinto Mountains to the north and east, and the Pacific Ocean to the west. The SCAB includes all of Orange County and the non-desert portions of Los Angeles, Riverside, and San Bernardino Counties, in addition to the San Geronio Pass area in Riverside County. The regional climate in the SCAB is semi-arid and is characterized by warm summers, mild winters, infrequent seasonal rainfall, moderate daytime onshore breezes, and moderate humidity. Air quality in the SCAB is primarily influenced by meteorology and a wide range of emission sources, such as dense population centers, substantial vehicular traffic, and industry.

Air pollutant emissions in the SCAB are generated primarily by stationary and mobile sources. Stationary sources can be divided into two major subcategories: point and area sources. *Point sources* occur at a specific location and are often identified by an exhaust vent or stack. Examples include boilers or combustion equipment that produce electricity or generate heat. *Area sources* are widely distributed and include such sources as residential and commercial water heaters, painting operations, lawn mowers, agricultural fields, landfills, and some consumer products.

Mobile sources refer to emissions from motor vehicles, including tailpipe and evaporative emissions, and are classified as either on-road or off-road. On-road sources may be legally operated on roadways and highways. Off-road sources include aircraft, ships, trains, and self-propelled construction equipment. Air pollutants can also be generated by the natural environment, such as when high winds suspend fine dust particles.

The U.S. Environmental Protection Agency (USEPA) has set primary national ambient air quality standards (NAAQS) for ozone (O₃), carbon monoxide (CO), nitrogen dioxide (NO₂), sulfur dioxide (SO₂), particulate matter with diameters of up to 10 microns (PM₁₀) and up to 2.5 microns (PM_{2.5}), and lead. Primary standards are those levels of air quality deemed necessary, with an adequate margin of safety, to protect public health. In addition, California has established health-based ambient air quality standards (known as the California ambient air quality standards [CAAQS]) for these and other pollutants, some of which are more stringent than the federal standards. Primary criteria pollutants

are emitted directly from a source (e.g., vehicle tailpipe, an exhaust stack of a factory, etc.) into the atmosphere. Primary criteria pollutants include CO, NO₂, PM₁₀, PM_{2.5}, SO₂, and lead. Ozone is considered a secondary criteria pollutant because it is created by atmospheric chemical and photochemical reactions between reactive organic gases (ROG) and nitrogen oxides (NO_x).

The California Air Resources Board (CARB) and the Office of Environmental Health Hazard Assessment (OEHHA) have identified the following groups of individuals as the most likely to be affected by air pollution: the elderly over 65, children under 14, infants (including in utero in the third trimester of pregnancy), and persons with cardiovascular and chronic respiratory diseases such as asthma, emphysema, and bronchitis (CARB 2005, OEHHA 2015). Some land uses are considered more sensitive to air pollution than others due to the types of population groups or activities involved and are referred to as sensitive receptors. Examples of these sensitive receptors are residences, schools, hospitals, religious facilities, and daycare centers.

The closest sensitive receptors include single-family residences located adjacent to the north, east, and west.

Regional Significance Thresholds

The South Coast Air Quality Management District (SCAQMD) recommends quantitative regional significance thresholds for temporary construction activities and long-term project operation in the SCAB, shown in Table 6.

Table 6 SCAQMD Regional Significance Thresholds

| Construction Thresholds | Operational Thresholds |
|--|--|
| 75 pounds per day of ROG | 55 pounds per day of ROG |
| 100 pounds per day of NO _x | 55 pounds per day of NO _x |
| 550 pounds per day of CO | 550 pounds per day of CO |
| 150 pounds per day of SO _x | 150 pounds per day of SO _x |
| 150 pounds per day of PM ₁₀ | 150 pounds per day of PM ₁₀ |
| 55 pounds per day of PM _{2.5} | 55 pounds per day of PM _{2.5} |
| Source: SCAQMD 2019 | |

Localized Significance Thresholds

In addition to the above regional thresholds, the SCAQMD has developed Localized Significance Thresholds (LSTs) in response to the Governing Board's Environmental Justice Enhancement Initiative (1-4), which was prepared to update the *CEQA Air Quality Handbook* (1993). LSTs were devised in response to concern regarding exposure of individuals to criteria pollutants in local communities and have been developed for NO_x, CO, PM₁₀, and PM_{2.5}. LSTs represent the maximum emissions from a project that will not cause or contribute to an air quality exceedance of the most stringent applicable federal or state ambient air quality standard at the nearest sensitive receptor, taking into consideration ambient concentrations in each source receptor area (SRA), distance to the sensitive receptor, and project size. LSTs have been developed for emissions from construction areas up to five acres in size. However, LSTs only apply to emissions from fixed stationary locations and are not applicable to mobile sources, such as cars on a roadway (SCAQMD 2008). As such, LSTs are typically applied only to construction emissions because the majority of operational emissions are associated with project-generated vehicle trips.

LSTs have been developed for emissions from construction areas up to five acres in size. The SCAQMD provides lookup tables for project sites that measure one, two, or five acres. The project site encompasses approximately 0.9 acre. However, the area of proposed ground disturbance associated with the proposed residential townhomes accounts for approximately 0.9 acre and therefore, this analysis uses a regression calculator to determine an applicable LST based on the area of proposed construction. The LST lookup values for one- and two-acre construction sites were referenced to determine an applicable LST for a disturbance area of 0.9 acre. LSTs are provided for receptors at 25 to 500 meters (82 to 1,640 feet) from the project site boundary. The closest sensitive receptors to the project site are residences located immediately adjacent to the north, east, and west; therefore, per SCAQMD guidance, LSTs for receptors at 25 meters were utilized (SCAQMD 2008). The project is in SRA 10 (Pomona/Walnut Valley). LSTs for construction in SRA 10 on a 0.9-acre site are shown in Table 7.

Table 7 SCAQMD LSTs for Construction (SRA 10)

| Pollutant | Allowable Emissions for a 0.9-acre Site in SRA 10 for a Receptor at 25 Meters (lbs/day) |
|--|--|
| Gradual conversion of NO _x to NO ₂ | 98 |
| CO | 585 |
| PM ₁₀ | 4 |
| PM _{2.5} | 3 |
| Source: SCAQMD 2009 | |

Construction Emissions

Development of the proposed project would involve site grading, excavation, new building construction, and other construction-related activities that have the potential to generate substantial air pollutant emissions. Temporary construction emissions from these activities were estimated using CalEEMod, based on the gross amount of proposed new residential space. Table 8 shows the maximum daily construction emissions.

Table 8 Estimated Construction Emissions

| | Maximum Emissions (lbs/day) | | | | | |
|---|-----------------------------|-----------------|-----------|-----------------|------------------|-------------------|
| | VOC | NO _x | CO | SO ₂ | PM ₁₀ | PM _{2.5} |
| Maximum Daily Emission | 10 | 11 | 13 | <1 | <1 | <1 |
| SCAQMD Regional Thresholds | 75 | 100 | 550 | 150 | 150 | 55 |
| Threshold Exceeded? | No | No | No | No | No | No |
| On-site Maximum Daily Emission | 10 | 11 | 13 | <1 | <1 | <1 |
| SCAQMD Localized Significance Thresholds (LSTs) | N/A | 98 | 585 | N/A | 4 | 3 |
| Threshold Exceeded? | N/A | No | No | N/A | No | No |

Notes: See Air Quality Study for modeling results.

As indicated in Table 8, emissions from construction activities would not exceed SCAQMD regional thresholds or LSTs. Because the project would not exceed SCAQMD's regional construction thresholds or LSTs, project construction would not result in a cumulatively considerable net increase of a criteria pollutant, and impacts would be less than significant.

Furthermore, construction-related activities would result in temporary project-generated emissions of diesel particulate matter (DPM) exhaust emissions from off-road, heavy-duty diesel equipment for site preparation, grading, building construction, and other construction activities. DPM was identified as a toxic air contaminant (TAC) by CARB in 1998. The potential cancer risk from the inhalation of DPM (discussed in the following paragraphs) outweighs the potential non-cancer health impacts (CARB 2017).

Generation of DPM from construction projects typically occurs in a single area for a short period. Construction of the proposed project would occur over approximately 12 months. The dose to which the receptors are exposed is the primary factor used to determine health risk. Dose is a function of the concentration of a substance or substances in the environment and the extent of exposure that person has with the substance. Dose is positively correlated with time, meaning that a longer exposure period would result in a higher exposure level for the Maximally Exposed Individual. The risks estimated for a Maximally Exposed Individual are higher if a fixed exposure occurs over a longer period of time. According to the OEHHA, health risk assessments, which determine the exposure of sensitive receptors to toxic emissions, should be based on a 70-year exposure period; however, such assessments should be limited to the period/duration of activities associated with the project. Thus, the duration of proposed construction activities (i.e., 12 months) is approximately 1.4 percent of the total exposure period used for health risk calculation. Current models and methodologies for conducting health-risk assessments are associated with longer-term exposure periods of 9, 30, and 70 years, which do not correlate well with the temporary and highly variable nature of construction activities, resulting in difficulties in producing accurate estimates of health risk (Bay Area Air Quality Management District 2017).

The maximum PM₁₀ and PM_{2.5} emissions would occur during site preparation and grading activities. These activities would last for approximately one month. PM emissions would decrease for the remaining construction period because construction activities such as building construction and architectural coating would require less construction equipment. While the maximum DPM emissions

associated with site preparation and grading activities would only occur for a portion of the overall construction period, these activities represent the worst-case condition for the total construction period. This would represent less than one percent of the total exposure period for health risk calculation. Therefore, given the aforementioned, DPM generated by project construction is not expected to create conditions where the probability is greater than one in one million of contracting cancer for the Maximally Exposed Individual or to generate ground-level concentrations of non-carcinogenic TACs that exceed a Hazard Index greater than one for the Maximally Exposed Individual. This impact would be less than significant.

Operational Emissions

Table 9 summarizes the project's operational emissions by emission source (area, energy, and mobile). As shown below, the emissions generated by operation of the proposed project would not exceed SCAQMD regional thresholds for criteria pollutants. Therefore, the project would not contribute substantially to an existing or projected air quality violation. In addition, because criteria pollutant emissions and regional thresholds are cumulative in nature, the project would not result in a cumulatively considerable net increase of criteria pollutants.

Table 9 Project Operational Emissions

| Emission Source | Maximum Daily Emissions (lbs/day) | | | | | |
|----------------------------|-----------------------------------|-----------------|-----|-----------------|------------------|-------------------|
| | VOCs | NO _x | CO | SO ₂ | PM ₁₀ | PM _{2.5} |
| Area | 1 | <1 | 4 | <1 | <1 | <1 |
| Energy | <1 | <1 | <1 | <1 | <1 | <1 |
| Mobile | <1 | <1 | 2 | <1 | <1 | <1 |
| Project Emissions | 1 | <1 | 6 | <1 | <1 | <1 |
| SCAQMD Regional Thresholds | 55 | 55 | 550 | 150 | 150 | 55 |
| Threshold Exceeded? | No | No | No | No | No | No |

Notes: See Appendix A of the Air Quality Report for modeling results.

Furthermore, a CO hotspot is a localized concentration of CO that is above a CO ambient air quality standard. Localized CO hotspots can occur at intersections with heavy peak hour traffic. Specifically, hotspots can be created at intersections where traffic levels are sufficiently high such that the local CO concentration exceeds the federal one-hour standard of 35.0 parts per million (ppm) or the federal and state eight-hour standard of 9.0 ppm (CARB 2016).

The SCAB is in conformance with state and federal CO standards, and most air quality monitoring stations no longer report CO levels. No stations in the vicinity of the project site have monitored CO since 2012. In 2012, the Pomona station detected an 8-hour maximum CO concentration of 1.47 ppm, which is substantially below the state and federal standards (CARB 2019a). The proposed project would result in CO emissions of approximately six pounds per day, well below the 550 pounds per day threshold. Based on the low background level of CO in the project area, improving vehicle emissions standards for new cars in accordance with state and federal regulations, and the project's low level of operational CO emissions, the project would not create new hotspots or contribute substantially to existing hotspots, and impacts would be less than significant.

Project Odors

For construction activities, odors would be temporary in nature and are subject to SCAQMD Rule 402, *Nuisance*. Construction activities would be temporary and transitory and associated odors would cease upon construction completion. Accordingly, the proposed project would not create objectionable odors affecting a substantial number of people during construction, and short-term impacts would be less than significant.

Common sources of operational odor complaints include sewage treatment plants, landfills, recycling facilities, and agricultural uses. The proposed project, a 12-unit residential development, would not include any of these uses. Solid waste generated by the proposed on-site uses would be collected by a contracted waste hauler, thereby managing and collecting on-site waste in a manner to prevent the proliferation of odors. Operational odor impacts would be less than significant.

CONCLUSION

Construction and operation of the project would not exceed any established air quality emissions thresholds of conflict with any applicable plans or policies relating to air quality emissions. Furthermore, the project would comply with all applicable air quality regulatory requirements. Such measures include fugitive dust control pursuant to SCAQMD Rule 403, use of low-VOC architectural coatings pursuant to SCAQMD Rule 1113, engine idling restrictions pursuant to Section 2485, Title 13 of the California Code of Regulations, and engine emissions standards pursuant to Section 93115, Title 17 of the California Code of Regulations. The project would not result in any significant air quality-related impacts.

E. Water Quality

Urban runoff can have a variety of deleterious effects. Oil and grease contain a number of hydrocarbon compounds, some of which are toxic to aquatic organisms at low concentrations. Heavy metals such as lead, cadmium, and copper are the most common metals found in urban stormwater runoff. These metals can be toxic to aquatic organisms and have the potential to contaminate drinking water supplies. Nutrients from fertilizers, including nitrogen and phosphorous, can result in excessive or accelerated growth of vegetation or algae, resulting in oxygen depletion and additional impaired uses of water.

The project site is currently vacant with evidence of disturbance. Currently, the project site is pervious, as it is mostly covered with exposed soil and ruderal vegetation. Stormwater runoff that does not infiltrate on site currently enters the storm drain on West Phillips Boulevard, directly south of the project site and flows to existing City drainage facilities. The project would replace the pervious surface with impervious paving and new buildings, increasing the quantity and speed of stormwater runoff.

There would be a four-foot wide, V-shaped gutter in the driveway between the townhomes. Low Impact Development (LID) practices minimize impacts on water quality by requiring best management practices (BMPs) to be utilized to control pollutant discharge. This applies to all new development projects that are at least one acre in size and to certain redevelopment projects (City of Pomona 2020b). Although the project site is only 0.9 acre, the project falls under the category of a redevelopment project for land-disturbing activities that create, add, or replace 10,000 square feet or more of impervious surface area; therefore, the project would be subject to the current municipal National Pollutant Discharge Elimination System (NPDES) permit (City of Pomona 2020b).

CONCLUSION

The proposed project would be required to comply with the current municipal NPDES permit LID requirements. Since the project would be in compliance with BMPs during construction and permanent LID measures for ongoing operation, the impacts related to water quality would be less than significant.

Criterion (e)

The site can be adequately served by all required utilities and public services.

The project would be in a developed urban area served by existing public utilities and services. A substantial increase in demand for services or utilities would not be anticipated with addition of 12 townhomes to the neighborhood. The City of Pomona provides water, sewer, and solid waste collection services to the existing residential buildings and would continue to provide these services to the proposed project. Other services, including gas and electricity, would also continue to be provided to the proposed project by existing service providers. Thus, the project meets this criterion for exemption.

6. Exceptions to Exemptions

CEQA Guidelines Section 15300.2 list exceptions to the use of categorical exemptions. The following analysis describes that the project would not result in significant cumulative impacts, significant impacts due to unusual circumstances, impacts within a scenic highway, be located on a hazardous waste site, or cause substantial adverse changes to the significance of a historical resource.

Cumulative Impact

CEQA Guidelines Section 15300.2 states that a categorical exemption shall be “inapplicable when the cumulative impact of successive projects of the same type in the same place, over time is significant.” There are eight residential projects of 8 to 12-unit developments within the same Council District (District 2) approved between 2017 and 2019. Four of the housing projects are similar in size to the proposed project with 12 residential units, and all have been approved after individual review processes. None of the four similar projects resulted in significant impacts to the environment pursuant to CEQA. There are no other active, similar residential project undergoing entitlement review in the vicinity of the project site. Therefore, no cumulative impacts would result from development of the proposed project.

Significant Effect

CEQA Guidelines Section 15300.2 states that a categorical exemption “shall not be used for an activity where there is reasonable possibility that the activity will have a significant effect on the environment due to unusual circumstances.” This site is a flat, rectangular parcel, with no biological or historic resources. There is no reasonable, foreseeable possibility that development of the proposed project, due to unusual circumstances, would result in a significant impact on the environment.

Scenic Highways

CEQA Guidelines Section 15300.2 states that 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,

and outcroppings, or similar resources, within a highway officially designated as a state scenic highway.” The nearest eligible state scenic highway is State Route (SR) 57, located approximately eight miles south of the project site. The project site does not offer views of this scenic highway nor can the project site be seen from this scenic highway. Therefore, there would be no impact to a scenic resource within the closest scenic highway corridor.

Hazardous Waste Sites

CEQA Guidelines Section 15300.2 states that 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.”

According to a search of the California Department of Toxic Substances Control (DTSC) EnviroStor database and the State Water Resources Control Board (SWRCB) GeoTracker database conducted in April 2021, the project site is not located on listed hazardous waste sites covered by Section 65962.5 of the Government Code (DTSC 2021, SWRCB 2021a). The nearest hazardous waste site is the Zeke Avila & Sons Leaking Underground Storage Tank clean-up site, located approximately 0.5 mile from the project site (SWRCB 2021a). In addition, a review of nearby GeoTracker and EnviroStor release sites indicates that no nearby hazardous material release sites would impact the monitoring well and stream gauge sites.

The nearest oil well is located over 1.3 miles from the project site, and the project site is not located within an oil/gas field; therefore, the project site is not anticipated to be impacted by these potential hazardous material concerns (CALGEM 2021).

Additionally, the nearest hazardous material or natural gas pipeline is located approximately one mile from the project site and the project site is not anticipated to be impacted by these potential hazardous material concerns (USDOT 2021).

A review of facilities associated with per- and polyfluoroalkyl substances (PFAS) in groundwater indicates that the project site is not located within 1.5 miles of these facilities and would not be impacted by these potential hazardous material concerns (SWRCB 2021b).

Historical Resources

CEQA Guidelines Section 15300.2 states that a categorical exemption “shall not be used for a project which may cause a substantial adverse change in the significance of a historical resource.” There are no buildings or structures on the project site. The nearest property of historic importance is the Pomona Civic Center located at 505 South Garey Avenue, two miles north of the project site (LA Conservancy 2021). Since the proposed project would be located two miles away and surrounded by existing residential buildings, it would not adversely affect the visual context of Pomona Civic Center or any other historic resources.

Conclusion

The proposed would not result in significant cumulative impacts, significant impacts due to unusual circumstances, impacts within a scenic highway, be located on a hazardous waste site, or cause substantial adverse changes to the significance of a historical resource.

7. Summary

Based on this analysis, the proposed 1137-1149 West Phillips Boulevard Housing Project meets all criteria for a Class 32 Categorical Exemption pursuant to Section 15332 of the CEQA Guidelines. The project is exempt from further environmental review.

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