CITY OF POMONA

CITY OF POMONA GENERAL PLAN UPDATE, CORRIDORS SPECIFIC PLAN, ACTIVE TRANSPORTATION PLAN AND GREEN PLAN

Volume I

Final

Environmental Impact Report

March 2014

Environmental Scientists Planners Engineers

CITY OF POMONA

CITY OF POMONA GENERAL PLAN UPDATE, CORRIDORS SPECIFIC PLAN, ACTIVE TRANSPORTATION PLAN AND GREEN PLAN

Volume I
Final
Environmental Impact Report

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Executive Summary

This section summarizes the characteristics of the proposed City of Pomona General Plan Update, Corridors Specific Plan, Active Transportation Plan and Green Plan, all of which comprise the proposed project, project alternatives, and the project's environmental impacts.

0.1 PROJECT SYNOPSIS

0.1.1 Project Proponent

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0.1.2 General Plan Synopsis

The proposed project includes an update of the City of Pomona General Plan, entitled *Pomona Tomorrow*, and hereafter referred to as the General Plan Update. The proposed General Plan Update is the first comprehensive update of the City's General Plan since 1976 and establishes the community's vision for the development of the city through the year 2035. The General Plan Update provides comprehensive land use, housing, circulation and infrastructure, public service, resource conservation and public safety policies for the entire City.

The City's existing General Plan was developed in accordance with the provisions of state law in effect at the time. Sections 6, 7, and 8 of the General Plan Update encompass all of the State-mandated elements, which include Land Use, Open Space, Conservation, Housing, Circulation, Safety, and Noise.

The goal of the General Plan Update is to improve the livability and cultural life of the community. Policies and implementation actions contained in the various General Plan Update components reflect this goal. Overall, the General Plan Update emphasizes a renewed Downtown and redefined corridors, proposes focus areas and activity centers to help shape and distribute new development, promotes protecting the character of existing residential neighborhoods, and outlines the future role and form of Pomona's public realm. Proposed land use revisions within these corridors are consistent with those proposed as part of the Pomona Corridors Specific Plan. The General Plan Land Use map, shown on Figure 2-7, provides an overview of the envisioned future City structure.

0.1.3 Corridors Specific Plan Synopsis

As shown in Figure 2-3, the proposed Corridors Specific Plan encompasses the three major east-west and one north-south commercial arterial corridors traversing the City, including the Garey Avenue, Holt

Avenue, Mission Boulevard and Foothill Boulevard Corridors. The Corridors Specific Plan provides a framework for private and public investment activities along these corridors, which the General Plan Update identifies as Focus Areas that "require specific planning and regulatory direction to guide projects to ensure that the [General Plan Update] vision is achieved." The intention of the Specific Plan is to transform the identified corridors from undifferentiated commercial strips to a pattern of centers and segments.

The Pomona Corridors Specific Plan is organized into three mutually reinforcing "Books" or primary sections. Book I: Community Intent describes the community objectives that the Specific Plan is intended to achieve and the primary means by which the community intends to support the emergence of those desired outcomes. Book II: Development Code establishes the primary means of regulating land use and development on properties located within the Plan Area. Book III: Public Improvements describes the planned investment of City resources and infrastructure needs to stimulate, promote and support the desired growth and change in the Plan Area. In addition to these three primary sections, additional existing conditions, community outreach, and technical analysis information upon which the Specific Plan is founded is located in the appendices.

0.1.4 Active Transportation Plan Synopsis

The proposed Active Transportation Plan: Bicycle Master Plan and Pedestrian Master Plan (ATP) provides direction on how to continue the City's progress toward a better bicycling and walking environment and is consistent with the sustainability efforts outlined in the General Plan Update. The Plan does this by proposing a system of bikeways connecting neighborhoods to key activity centers throughout the City, developing support facilities, such as bike parking, and education programs, and by identifying recommendations for improving bicyclist safety. The future proposed bicycle network is shown on Figure 2-10 in Section 2.0, *Project Description*. The ATP satisfies the requirements of the California Bicycle Transportation Act, granting the City eligibility for Bicycle Transportation Account (BTA) funding through the California Department of Transportation (Caltrans) for any of the bicycle improvements identified in the plan. The ATP also contains detailed recommendations for improving pedestrian safety and comfort at intersections and for prioritizing the installation of sidewalks where they do not currently exist.

0.1.5 Green Plan Synopsis

The proposed Green Plan is aimed at integrating sustainable design into all aspects of the City's operations and is designed to evolve with the City as new technologies, new economics, and new priorities redefine what is feasible. The City of Pomona's vision for its Green Plan is a plan that directs its growth in a manner that minimizes waste, minimizes consumption, reduces dependence on foreign oil, optimizes existing systems and programs, and maximizes the City's opportunities for sustainable economic development. The Green Plan includes sections dedicated to the following topics: (1) community strategies for land use and community design; (2) community and municipal green building strategies; (3) community and municipal strategies for efficient transportation; (4) renewable energy and low-carbon fuels; (5) open space and carbon storage and offset strategies; (6) water and wastewater

management; (7) waste reduction and recycling strategies; (8) climate friendly purchasing; and (9) promoting community and individual actions.

0.2 ALTERNATIVES

As required by CEQA, this section evaluates a range of alternatives to the proposed project. Alternatives analyzed in Section 6.0 include the following:

- *No Project (No Further Development)*
- *No Project (1976 General Plan)*
- *Lower Growth Alternative – Lanterman Center*

Each of the alternatives discussed in this section has certain advantages and disadvantages as compared to the proposed General Plan Update, Corridors Specific Plan, Active Transportation Plan and Green Plan, as described below.

- The **No Project (no further development)** alternative could be considered environmentally superior because it would result in no increase in traffic, air pollution or noise, and no increase in demand for utilities or services. It would result in no physical impacts. On the other hand, this alternative would not meet many of the objectives of General Plan Update or Corridors Specific Plan.

- The **No Project (1976 General Plan)** This version of the "no project" alternative involves continued implementation of the 1976 General Plan. This alternative assumes that the existing General Plan policies would continue to facilitate development in accordance with the existing land use designations. The overall amount of growth anticipated to occur under the 1976 General Plan is roughly equivalent to what could be facilitated under the proposed General Plan Update; therefore, population growth within the city under the 1976 General Plan would also be expected to reach the SCAG forecast of 197,400 by 2035. However, growth in commercial development, in particular retail, would be lower under this alternative and thus more in line with SCAG employment forecasts.

  The proposed General Plan Update, and Corridors Specific Plan would change where and how development would occur throughout the City. The 1976 General Plan would continue to facilitate development in the same pattern as is currently seen in the City, characterized by evenly distributed low-density residential neighborhoods, distinct industrial districts primarily located at the western and eastern edges of the City, small to medium sized neighborhood retail clusters at most major intersections and dominant commercial districts along Pomona's east-west and north-south arterial corridors.

- The **Reduced Growth Alternative – Lanterman Center** could incrementally reduce impacts in most issue areas at the Lanterman Center site. Impacts associated with this alternative would generally be similar to those of the proposed General Plan Update and Corridors Specific Plan, with the exception of the significant unavoidable traffic impact at the intersection of Pomona Boulevard and W. Temple Avenue, which would be reduced to a significant, but mitigable level.

Although the No Project (no further development) alternative is not feasible (from either a legal or practical standpoint) and may not be desirable in many respects, it can be considered environmentally superior overall since it would avoid all environmental impacts associated with future growth. However, it would not meet many of the City's stated objectives for the General Plan Update and Corridors Specific Plan, nor would it meet RHNA requirements or housing needs identified in the City's Housing Element. Among the remaining alternatives, the Reduced Growth – Lanterman Center alternative could be considered environmentally superior since it would incrementally reduce most impacts related with development, including for aesthetics, biological resources, greenhouse gases, air quality, geology and hydrology, and would eliminate the significant unavoidable traffic impact at the intersection of Pomona Boulevard and W. Temple Avenue. The positive impacts associated with improvements in the jobs/housing balance would also be realized under this alternative.

0.3 SUMMARY OF IMPACTS AND MITIGATION MEASURES

Table ES-1 includes a brief description of the environmental issues relative to the proposed project, the identified environmental impacts, proposed mitigation measures, and residual impacts. Impacts are categorized by classes. Class I impacts are defined as significant, unavoidable adverse impacts which require a statement of overriding considerations to be issued per Section 15093 of the *State CEQA Guidelines* if the project is approved. Class II impacts are significant adverse impacts that can be feasibly mitigated to less than significant levels and which require findings to be made under Section 15091 of the *State CEQA Guidelines*. Class III impacts are considered less than significant impacts, and Class IV impacts are beneficial or neutral.

Table ES-1 Summary of Impacts Compared to Existing Conditions and Mitigation Measures

Impact	*Significance Before Mitigation*	*Mitigation Measures*	*Significance After Mitigation*
Aesthetics			
Impact 4.1-1 Implementation of the proposed General Plan Update and Corridors Specific Plan would result in new urban uses that may affect scenic vistas within the Planning Area. However, the proposed General Plan Update and Corridors Specific Plan contain goals and policies specifically designed to protect scenic vistas. Therefore, impacts would be Class III, *less than significant*.	LTS	None required as goals and policies in the General Plan Update and Corridors Specific Plan would address potential impacts.	LTS
Impact 4.1-2 Implementation of the proposed General Plan Update and Corridors Specific Plan would result in new urban uses that may affect scenic resources within the city. However, the proposed General Plan Update and Corridors Specific Plan contain goals and policies specifically designed to protect scenic resources. Impacts would be Class III, *less than significant*.	LTS	None required as goals and policies in the General Plan Update and Corridors Specific Plan would address potential impacts.	LTS
Impact 4.1-3 Development under the proposed General Plan Update and Corridors Specific Plan could change the visual character and quality of portions of the city. The proposed General Plan Update and Corridors Specific Plan contain goals and policies specifically designed to protect areas of high visual character and quality and improve areas of low visual character and quality. Impacts would be Class III, *less than significant*.	LTS	None required as goals and policies in the General Plan Update and Corridors Specific Plan would address potential impacts.	LTS
Impact 4.1-4 New development under the proposed General Plan Update and Corridors Specific Plan could increase light and glare effects on sensitive receptors, such as residential uses. However, the areas in which new development would be focused under these plans are already designated for urban uses in the City's current General Plan, and thus the proposed General Plan Update and Corridors Specific Plan would not in themselves substantially increase light and glare beyond levels already allowed under the current General Plan. Impacts would be Class III, *less than significant*.	LTS	None required as goals and policies in the General Plan Update and Corridors Specific Plan would address potential impacts.	LTS
Air Quality			
Impact 4.2-1 Implementation of the General Plan Update, Corridors Specific Plan, ~~and~~ ATP and Green Plan would be consistent with the 2012 AQMP growth forecast and air quality control measures. Impacts would be Class III, *less than significant*.	LTS	None required as growth within Pomona is anticipated to be within regional growth parameters upon which the Air Quality Management Plan is based.	LTS

LTS = Less Than Significant PS = Potentially Significant SU = Significant and Unavoidable

Table ES-1 Summary of Impacts Compared to Existing Conditions and Mitigation Measures

Impact	*Significance Before Mitigation*	*Mitigation Measures*	*Significance After Mitigation*
Impact 4.2-2 Individual development projects facilitated by the General Plan Update and Corridors Specific Plan would generate construction-related emissions. Such emissions may result in temporary adverse impacts to local air quality. However, these emissions can be mitigated on a specific development basis and impacts would be Class III, *less than significant*.	LTS	None required as existing regulations, policies in the General Plan Update and Corridors Specific Plan, and mitigation on a specific development basis would address potential impacts.	LTS
Impact 4.2-3 Development facilitated by the General Plan Update and Corridors Specific Plan would result in an incremental increase in air pollutant emissions within Pomona and the South Coast Air Basin. However, General Plan Update policies aimed at limiting vehicle use and energy consumption as well as implementation of the ATP and Green Plan would limit emissions to levels consistent with regional forecasts. Impacts would therefore be Class III, l*ess than significant*.	LTS	None required as policies in the General Plan Update and implementation of the ATP would address potential impacts.	LTS
Impact 4.2-4 Increased traffic congestion associated with growth facilitated by the General Plan Update and Corridors Specific Plan would potentially increase carbon monoxide (CO) concentrations at congested intersections. However, Basin-wide CO concentrations are forecast to remain within federal and state standards. Therefore, impacts relating to CO "hot spots" would be Class III, *less than significant*.	LTS	None required as exceedance of state and federal standards is not anticipated.	LTS
Impact 4.2-5 Implementation of the General Plan Update and Corridors Specific Plan would facilitate development of projects that have the potential to cause odor impacts, but would not create objectionable odors that would affect a substantial number of people. Impacts would be Class III, *less than significant*.	LTS	None required as existing regulations would address potential impacts.	LTS

LTS = Less Than Significant PS = Potentially Significant SU = Significant and Unavoidable

Table ES-1 Summary of Impacts Compared to Existing Conditions and Mitigation Measures

Impact	*Significance Before Mitigation*	*Mitigation Measures*	*Significance After Mitigation*
Biological Resources			
Impact 4.3-1 Potential direct and indirect impacts to listed and special-status species and sensitive habitats could occur as a result of development facilitated by the proposed General Plan Update and Corridors Specific Plan. However, these impacts would largely be avoided by emphasis in the Plans on intensification/reuse of already urbanized areas and through implementation of the proposed General Plan Update goals and policies. Remaining impacts to listed and special-status species and sensitive habitats would be Class II, *significant but mitigable*.	PS	**MM BIO-1** Amend Policy 7E.P10 as follows (new text shown in *italics*): Conduct presence/absence biological surveys for sensitive plant and animal species *during the appropriate time of year and time of day* in natural areas prior to any construction activities proposed adjacent to or within natural areas. If no special-status species are detected during these surveys, then construction-related activities may proceed. If listed special-status species are found within the construction zone, then avoid these species and their habitat or consult with U.S. Fish and Wildlife Service and/or California Department of Fish and G~~ame~~ *Wildlife* prior to the commencement of construction.	LTS
Impact 4.3-2 Implementation of the proposed General Plan Update and Corridors Specific Plan could result in a potential reduction in nesting opportunities for resident and migratory avian species of special concern. This is a Class II, *significant but mitigable* impact.	PS	**MM BIO-2** Add the following policy to the General Plan Update: *Conduct nesting bird surveys prior to any construction activities, including projects proposed to remove/disturb native and ornamental landscaping and other nesting habitat for native birds during bird breeding season from March 1 through August 31 (as early as January 1 for some raptors). If no nesting birds are detected during these surveys, then construction-related activities may proceed. Active nests within and adjacent to the construction zone should be avoided and provided a minimum buffer as determined by a biological monitor (CDFW recommends a 300 foot nest avoidance buffer or 500 feet for all active raptor nests) or consult with U.S. Fish and Wildlife Service and/or California Department of Fish and Wildlife prior to the commencement of construction.*	LTS
Impact 4.3-3 Specific project development could disturb wetlands, including man-made wetlands, and areas under jurisdiction of the CDFW and USACOE. This would be a Class II, *significant but mitigable* impact.	PS	**MM BIO-3** Add the following policy to the General Plan Update: *Prior to development of areas with drainage features such as ponds, detention basins, or wetlands, a site-specific investigation shall be conducted to define the extent of drainage features, determine wetland permit requirements, and propose measures to mitigate any impacts on the resources.*	LTS

LTS = Less Than Significant PS = Potentially Significant SU = Significant and Unavoidable

Table ES-1 Summary of Impacts Compared to Existing Conditions and Mitigation Measures

Impact	*Significance Before Mitigation*	*Mitigation Measures*	*Significance After Mitigation*
Impact 4.3-4 Development facilitated by the proposed General Plan Update and Corridors Specific Plan would largely avoid impacts to wildlife movement corridors by emphasizing intensification/reuse of existing urbanized areas. Impacts would be Class III, *less than significant*.	LTS	**MM BIO-4** Amend Policy 7E.P7 as follows (new text shown in *italics*): Coordinate with Los Angeles County to protect the East San Gabriel Valley Significant Ecological Area (SEA #6). Develop local regulations to protect areas within and adjacent to SEA#6 *and adjacent SEAs such as Buzzard Peak-San Jose Hills SEA*, including the possibility of identifying ~~this~~ the East San Gabriel Valley SEA area with an overlay district in the Zoning Ordinance.	LTS
Impact 4.3-5 Development under the proposed General Plan Update and Corridors Specific Plan would be in substantial conformance with federal, state, and local applicable policies protecting biological resources. Impacts would be Class III, *less than significant*.	LTS	None required as existing regulations and General Plan Update policies would address potential impacts.	LTS
Impact 4.3-6 The General Plan Update and Corridors Specific Plan would not conflict with the provisions of any adopted local, regional or state habitat conservation plan. Impacts would be Class III, *less than significant*.	LTS	None required.	LTS

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Table ES-1 Summary of Impacts Compared to Existing Conditions and Mitigation Measures

Impact	*Significance Before Mitigation*	*Mitigation Measures*	*Significance After Mitigation*
Cultural Resources			
Impact 4.4-1 Development under the proposed General Plan Update and Corridors Specific Plan could result in a substantial adverse change in the significance of a historical resource. Impacts would be Class II, *significant but mitigable*.	PS	**MM CUL-1** Add the following policy to the Community Design Component of the General Plan Update: *Require that, prior to the issuance of a permit to demolish or substantially alter any of the potential historic resources identified in Appendix of the Historic Resources Technical Report prepared by Architectural Resources Group (July 2012), the City shall require the completion of a historical evaluation of the affected potential resource(s). The evaluation shall be completed by an architectural historian satisfying the Secretary of the Interior's Standards for and Guidelines for Archaeology and Historic Preservation, Professional Qualifications and Standards and shall determine whether or not each of the affected potential resources appears eligible for designation as a local landmark or as a contributor to a local district.* *If a project is found to affect one or more resources that appear eligible for local designation, then the project shall be fully subject to the Certificate of Appropriateness procedures as specified in Section 5809-13(F) of Pomona's Zoning Ordinance. (In other words, for purposes of project review, the resource(s) found to be eligible for local designation shall be treated the same as locally designated resources, whether or not they have been formally designated.)*	LTS
Impact 4.4-2 Ground-disturbing activities associated with development under the proposed General Plan Update and Corridors Specific Plan could result in damage to or destruction of archaeological and/or Native American cultural resources. Impacts would be Class II, *significant but mitigable*.	PS	**MM CUL-2** Add the following policy to the Community Design Component of the General Plan Update: *Require that for proposed developments with the potential to adversely impact cultural resources, notification be sent to cultural organizations, including Native American organizations.*	LTS
Impact 4.4-3 Ground-disturbing activities associated with development under the proposed General Plan Update and Corridors Specific Plan could result in damage to or destruction of unique paleontological resources within rock units or geologic features. However, proposed General Plan Update policies would ensure that such impacts are addressed on a case-by-case basis. Therefore, impacts would be Class III, *less than significant*.	LTS	None required as General Plan Update policies would address potential impacts.	LTS

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Table ES-1 Summary of Impacts Compared to Existing Conditions and Mitigation Measures

Impact	*Significance Before Mitigation*	*Mitigation Measures*	*Significance After Mitigation*
Impact 4.4-4 Ground-disturbing activities associated with development under the proposed General Plan Update and Corridors Specific Plan could result in damage to or destruction of human burial grounds. However, proposed General Plan Update policies would ensure that such impacts are addressed on a case-by-case basis. Therefore, impacts would be Class III, *less than significant*.	LTS	None required as existing regulations and General Plan Update policies would address potential impacts.	LTS
Geology and Soils			
Impact 4.5-1 Implementation of the proposed General Plan Update and Corridors Specific Plan may result in the exposure of people or structures to potentially substantial adverse effects resulting from seismic groundshaking. Compliance with applicable regulations and the policies contained in the General Plan Update would reduce impacts related to seismic groundshaking to Class III, *less than significant*.	LTS	None required as existing regulations and General Plan Update policies would address potential impacts.	LTS
Impact 4.5-2 Implementation of the proposed General Plan Update and Corridors Specific Plan may result in impacts related to liquefaction or landslides. However, development under the Plans would be required to comply with applicable regulations as well as policies identified in the General Plan Update. Impacts would therefore be Class III, *less than significant*.	LTS	None required as existing regulations and General Plan Update policies would address potential impacts.	LTS
Impact 4.5-3 Implementation of the proposed General Plan Update and Corridors Specific Plan may result in substantial soil erosion and the loss of topsoil. However, development under the Plans would be required to comply with applicable regulations and standards as well as policies identified in the General Plan Update. Impacts would be Class III, *less than significant*.	LTS	None required as existing regulations and General Plan Update policies would address potential impacts.	LTS

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Table ES-1 Summary of Impacts Compared to Existing Conditions and Mitigation Measures

Impact	*Significance Before Mitigation*	*Mitigation Measures*	*Significance After Mitigation*
Impact 4.5-4 Implementation of the proposed General Plan Update and Corridors Specific Plan may result in safety impacts related to lateral spreading, subsidence, or collapse. Impacts would be Class III, *less than significant*.	LTS	None required as existing regulations and General Plan Update policies would address potential impacts.	LTS
Impact 4.5-5 Implementation of the proposed General Plan Update and Corridors Specific Plan may result in the construction of facilities on expansive soils, creating substantial risk to people and structures. However, all development projects would be required to comply with the standards of the CBC. Impacts would therefore be Class III, *less than significant*.	LTS	None required as existing regulations would address potential impacts.	LTS
Hazards and Hazardous Materials			
Impact 4.6-1 Implementation of the proposed General Plan Update and Corridors Specific Plan could result in an increase in the overall routine transport, use, storage, and disposal of hazardous materials within the city. However, compliance by new development with applicable regulations related to the handling and storage of hazardous materials would minimize the risk of the public's potential exposure to these substances. Impacts would be Class III, *less than significant*.	LTS	None required as existing regulations and General Plan Update policies would address potential impacts.	LTS
Impact 4.6-2 Construction activities associated with implementation of the proposed General Plan Update and Corridors Specific Plan could result in the release of hazardous materials to the environment through reasonably foreseeable upset and accident conditions. However, compliance with existing regulations and proposed General Plan Update policies would minimize the risk of exposure to these substances. Impacts would be Class III, *less than significant*.	LTS	None required as existing regulations and General Plan Update policies would address potential impacts.	LTS
Impact 4.6-3 Operation of future land uses that could be developed under the proposed General Plan Update and Corridors Specific Plan could create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment. Compliance with all applicable federal and state laws related to the transportation, storage and handling of hazardous materials, would reduce the likelihood and severity of accidents associated with the use of hazardous materials. Impacts would be Class III, *less than significant*.	LTS	None required as existing regulations would address potential impacts.	LTS

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Table ES-1 Summary of Impacts Compared to Existing Conditions and Mitigation Measures

Impact	*Significance Before Mitigation*	*Mitigation Measures*	*Significance After Mitigation*
Impact 4.6-4 Implementation of the proposed General Plan Update and Corridors Specific Plan could emit hazardous emissions or handle acutely hazardous materials, substances, or waste within ¼ mile of an existing or proposed school. However, compliance with existing regulatory requirements and General Plan Update policies would minimize the risks to schools and students. Impacts would be Class III, *less than significant*.	LTS	None required as existing regulations and General Plan Update policies would address potential impacts.	LTS
Impact 4.6-5 Sites included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 are present in the city and could be subject to development under the proposed General Plan Update and Corridors Specific Plan. Development at these sites could create a significant hazard to the public or the environment. However, implementation of state and local regulations as well as General Plan Update policies would be required. Impacts would be Class III, *less than significant*.	LTS	None required as existing regulations and General Plan Update policies would address potential impacts.	LTS
Impact 4.6-6 Adoption and implementation of the General Plan Update and Corridors Specific Plan could result in an increase in people residing or working within two miles of Brackett Field, which could result in a safety hazard. Impacts would be Class II, *significant but mitigable*.	PS	**MM HAZ-1** Incorporate the following policies into the General Plan Update: *Coordinate disaster preparedness and emergency response with appropriate agencies, including the Pomona Police Department, Los Angeles County Fire Department, Los Angeles County Airport Land Use Commission, Brackett Field operators and emergency response providers, and neighboring cities.* *Maintain consistency with the Los Angeles County Airport Land Use Compatibility Plan [once adopted] as it pertains to Brackett Field.* *Ensure that land uses, densities, and building heights within Airport Land Use Compatibility Zones are compatible with safe operation of Brackett Field.* *Review and update City procedures for responding to airport and aircraft-related emergencies.*	LTS
Impact 4.6-7 Policies included in the proposed General Plan Update address implementation of adopted emergency response and evacuation plans. Therefore, the proposed General Plan Update and Corridors Specific Plan would not result in interference with these types of adopted plans. Impacts would be Class III, *less than significant*.	LTS	None required as General Plan Update policies would address potential impacts.	LTS

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Table ES-1 Summary of Impacts Compared to Existing Conditions and Mitigation Measures

Impact	*Significance Before Mitigation*	*Mitigation Measures*	*Significance After Mitigation*
Impact 4.6-8 Implementation of the proposed General Plan Update could result in development in urbanized areas adjacent to or intermixed with wildlands. However, implementation of existing hazard reduction standards, as well as policies included in the General Plan Update would reduce the exposure of people or structures to a significant risk of loss, injury, or death involving wildland fires. Impacts would be Class III, *less than significant*.	LTS	None required as existing standards and policies in the General Plan Update would address potential impacts.	LTS
Hydrology and Water Quality			
Impact 4.7-1 Development under the General Plan Update and Corridors 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. Therefore, impacts to water quality would be Class III, *less than significant.*	LTS	None required as goals and policies in the General Plan Update would address potential impacts.	LTS
Impact 4.7-2 Development facilitated by the General Plan Update and Corridors Specific Plan could create additional impervious surfaces, which could interfere with groundwater recharge in those areas which are currently undeveloped. However, with implementation of policies included in the proposed General Plan Update, Corridors Specific Plan and Green Plan, impacts related to the increase in impervious surfaces would be Class III, *less than significant*.	LTS	None required as General Plan Update policies would address potential impacts.	LTS
Impact 4.7-3 Development facilitated by the proposed General Plan Update and Corridors Specific Plan could alter the existing drainage pattern of the Planning Area and potentially result in erosion and siltation. However, implementation of proposed goals and policies included in the General Plan Update would minimize impacts related to drainage pattern alteration. Impacts would be Class III, *less than significant*.	LTS	None required as goals and policies in the General Plan Update would address potential impacts.	LTS

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Table ES-1 Summary of Impacts Compared to Existing Conditions and Mitigation Measures

Impact	*Significance Before Mitigation*	*Mitigation Measures*	*Significance After Mitigation*
Impact 4.7-4 Development facilitated by the proposed General Plan Update and Corridors Specific Plan could potentially result in increased downstream flooding, exceed the capacity of existing or planned stormwater drainage systems, or provide substantial additional sources of polluted runoff. However, the overall flood potential is considered low and the implementation of proposed policies and regulations included in the plans would reduce impacts related to downstream flooding, stormwater drainage exceedances or increases in polluted runoff. Impacts would be Class III, *less than significant*.	LTS	None required as policies and regulations in the General Plan Update and Corridors Specific Plan would address potential impacts.	LTS
Impact 4.7-5 Increases in stormwater runoff could require expansion of existing or provision of new storm drain facilities, the construction of which could result in significant environmental effects. However, with implementation of policies and regulations included in the proposed General Plan Update and Corridors Specific Plan, impacts would be Class III, *less than significant*.	LTS	None required as policies and regulations in the General Plan Update and Corridors Specific Plan would address potential impacts.	LTS
Impact 4.7-6 Development under the proposed General Plan Update and Corridors Specific Plan could result in the degradation of groundwater quality. However, with implementation of General Plan Update policies, impacts would be Class III, *less than significant*.	LTS	None required as General Plan Update policies would address potential impacts.	LTS
Impact 4.7-7 Development under the proposed General Plan Update and Corridors Specific Plan would not place housing, structures, or people within a 100-year flood zone. However, Pomona is located within the dam inundation zone established for the San Antonio Dam and Live Oak Reservoir. With implementation of proposed General Plan Update policies and FEMA requirements, impacts related to dam inundation would be Class III, *less than significant*.	LTS	None required as existing regulations and General Plan Update policies would address potential impacts.	LTS
Impact 4.7-8 Development facilitated by the General Plan Update and Corridors Specific Plan would not be inundated by seiche, tsunami, or mudflow. Impacts would be Class IV, *no impact*.	LTS	No mitigation measures are required.	LTS
Land Use and Planning			
Impact 4.8-1 Implementation of the proposed General Plan Update and Corridors Specific Plan would not physically divide an established community. Impacts would be Class III, *less than significant*.	LTS	None required as the General Plan Update and Corridors Specific Plan would address potential impacts.	LTS

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Table ES-1 Summary of Impacts Compared to Existing Conditions and Mitigation Measures

Impact	*Significance Before Mitigation*	*Mitigation Measures*	*Significance After Mitigation*
Impact 4.8-2 Implementation of the proposed General Plan Update and Corridors Specific Plan would be generally consistent with applicable land use plans, policies, or regulations. Minor policy changes are recommended to address any potential inconsistencies. Impacts would be Class II, *significant but mitigable*.	PS	**MM LU-1** Add the following policy to the Conservation Component of the General Plan Update: *Encourage provision of dual plumbing new construction, and provide incentives for plumbing retrofits in existing development, to enable the safe and easy use of recycled water in toilets and for landscaping.* **MM LU-2** Add the following policy to the Open Space Network Component of the General Plan Update: *Consider the most recent annual report on open space conservation in planning and evaluating projects in areas with regionally significant open space resources, including Bonelli Regional Park, East San Gabriel Valley SEA, and others, and ensure consistency with the open space conservation policies and goals of the SCAG Regional Comprehensive Plan.*	LTS
Impact 4.8-3 The proposed General Plan Update and Corridors Specific Plan would not conflict with any applicable habitat conservation plan or natural community conservation plan. Impacts would be Class III, *less than significant*.	LTS	None required as General Plan Update policies would address potential impacts.	LTS
Impact 4.8-4 The proposed General Plan Update and Corridors Specific Plan would not convert Prime Farmland, Unique Farmland or Farmland of Statewide Importance or conflict with a Williamson Act contract. Impacts would be Class III, *less than significant*.	LTS	None required.	LTS
Noise			
Impact 4.9-1 Implementation of the proposed General Plan Update and Corridors Specific Plan would generate or expose persons to ambient noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies. However, goals and policies contained in the proposed General Plan Update, as well as development standards and regulations contained in the proposed Corridors Specific Plan would minimize these impacts. Impacts would be Class III, *less than significant*.	LTS	None required as goals and policies in the General Plan Update, as well as development standards and regulations in the Corridors Specific Plan, would address potential impacts.	LTS

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Table ES-1 Summary of Impacts Compared to Existing Conditions and Mitigation Measures

Impact	*Significance Before Mitigation*	*Mitigation Measures*	*Significance After Mitigation*
Impact 4.9-2 Construction and operation of projects carried out under the proposed General Plan Update and Corridors Specific Plan could result in vibration levels that could cause disturbance to sensitive receptors or physical damage to fragile buildings. While goals and policies contained in the proposed General Plan Update, as well as development standards and regulations contained in the proposed Corridors Specific Plan, would reduce these impacts, vibration impacts related to exposure of future uses to excessive vibration levels near active rail lines would be Class II, *significant but mitigable*.	PS	**MM N-1** Before adoption of the General Plan Update and Corridors Specific Plan, the City of Pomona shall add the following policy to the General Plan Update: *Require applicants for new residential development within 130 feet of the Southern Pacific Railroad (SPRR) and Union Pacific Railroad (UPRR) tracks running through central Pomona, and within 100 feet of the Burlington Northern/Santa Fe Railroad (BNSF) tracks running through northern Pomona, to obtain the services of a professional acoustical consultant with demonstrated experience in vibrational analysis in order to assess vibrational impacts on the proposed development from current, planned, and reasonably anticipated future rail service, and to design mitigation measures, if necessary, to reduce the VdB level at the proposed residences to 72 VdB or lower as defined in the FTA's* 2006 Transit Noise and Vibration Impact Assessment.	LTS
Impact 4.9-3 Implementation of the proposed General Plan Update and Corridors Specific Plan would result in increases in ambient noise levels for some noise-sensitive receptors. However, goals and policies in the General Plan Update, as well as development standards and regulations in the Corridors Specific Plan, would minimize these impacts. Impacts would be Class III, *less than significant*.	LTS	None required as goals and policies in the General Plan Update, as well as development standards and regulations in the Corridors Specific Plan, would address potential impacts.	LTS
Impact 4.9-4 Implementation of the proposed General Plan Update and Corridors Specific Plan could expose noise-sensitive receptors to substantial temporary or periodic ambient noise increases. However, these impacts would be temporary, limited in their geographic scope, regulated by the Pomona Municipal Code, and in some cases reduced by policies of the proposed General Plan Update. Impacts would therefore be Class III, *less than significant*.	LTS	None required as existing regulations and General Plan Update policies would address potential impacts.	LTS
Impact 4.9-5 Brackett Field is located adjacent to the Pomona city limit. The airport's 60 and 65 dBA CNEL noise contours cross into the city at the Fairplex. Future development at the Fairplex could include residential uses that could be exposed to airport noise levels in excess of existing thresholds. Impacts would be Class II, *significant but mitigable*.	PS	Measure **HAZ-1** under **Impact HAZ-4.6-6** would incorporate policies into the General Plan Update to address airport-related hazards. This measure would reduce impacts to a less than significant level.	LTS

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Table ES-1 Summary of Impacts Compared to Existing Conditions and Mitigation Measures

Impact	*Significance Before Mitigation*	*Mitigation Measures*	*Significance After Mitigation*
Population and Housing			
Impact 4.10-1 Implementation of the General Plan Update and Corridors Specific Plan would facilitate the construction of new housing in Pomona, which would increase the city's population over time. Exceedance of SCAG population forecasts is not anticipated and impacts would be Class III, *less than significant*.	LTS	None required as no exceedance of SCAG's population forecast is anticipated.	LTS
Impact 4.10-2 Development facilitated by the General Plan Update and Corridors Specific Plan would add both jobs and housing. Current and predicted jobs/housing ratios in the city are comparable to job/housing ratios in the County as a whole. As a result these are considered balanced when compared to regional ratios. Impacts relating to jobs/housing balance would be Class III, *less than significant*.	LTS	None required as goals and policies in the General Plan Update and strategic priorities in the Corridors Specific Plan would address potential impacts.	LTS
Impact 4.10-3 Implementation of the General Plan Update and Corridors Specific Plan would not result in the displacement of substantial numbers of people or housing. To the contrary, the General Plan Update and Corridors Specific Plan would facilitate the development of new housing in accordance with State and local housing requirements. Impacts would be Class III, *less than significant*.	LTS	None required as the General Plan Update and Corridors Specific Plan would not displace substantial numbers of people or housing.	LTS
Public Services			
Impact 4.11-1 Development facilitated by the General Plan Update and Corridors Specific Plan would increase the city's population and density of development, and would 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 Class III, *less than significant*.	LTS	None required as existing regulations and General Plan Update policies would address potential impacts.	LTS
Impact 4.11-2 Development facilitated by the proposed General Plan Update and Corridors Specific Plan would increase demand for police protection services, which would further exacerbate existing service ratio deficiencies, which could result in the need to construct new police facilities. However, the City is considering several options for new police facilities, most of which involve conversion of existing uses. Impacts would be Class III, *less than significant*.	LTS	None required as General Plan Update policies would address potential impacts.	LTS

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Table ES-1 Summary of Impacts Compared to Existing Conditions and Mitigation Measures

Impact	*Significance Before Mitigation*	*Mitigation Measures*	*Significance After Mitigation*
Impact 4.11-3 Implementation of the proposed General Plan Update and Corridors Specific Plan would result in an increase in student enrollment. However, schools in Pomona have adequate capacity to serve the additional students. Impacts would be Class III, *less than significant.*	LTS	None required as schools in Pomona have adequate capacity.	LTS
Parks, Recreation, and Open Space			
Impact 4.12-1 Development facilitated by the General and Specific Plans would increase the city's population with commensurate increases in demand for parks and recreation facilities. The current inventory of parks would not meet the City's target of 3 acres of active parkland per 1,000 residents. However, development of park sites identified under the General Plan Update would provide sufficient park acreage. In addition, implementation of the ATP would provide additional bicycling and pedestrian infrastructure. Provision of new parks and improved bicycling and pedestrian infrastructure is not expected to result in adverse physical effects on the environment. Impacts would be Class III, *less than significant*.	LTS	None required as General Plan Update policies and existing City programs and review processes would address potential impacts.	LTS
Impact 4.12-2 Implementation of the proposed General Plan Update and Corridors Specific Plan would not result in increased use of existing recreational facilities that could accelerate physical deterioration of those facilities. Impacts would be Class III, *less than significant*.	LTS	None required as General Plan Update policies would address potential impacts.	LTS
Transportation/Traffic			
Impact 4.13-1 Traffic generated as a result of development facilitated by the proposed General Plan Update and Corridors Specific Plan would degrade operations at a number of intersections to below identified significance thresholds. Impacts would be Class I, *significant and unavoidable.*	SU	**MM T-1** Add Figure 4.13-4 of the EIR and the following policy to the General Plan Update: *Work with future developers to implement the improvements identified in Figure 4.13-4 of the EIR for the General Plan Update and Corridors Specific Plan*. **MM T-2** Update the Active Transportation Plan at the Garey Avenue/Arrow Highway and Garey Avenue/Philadelphia Street intersections to match the Recommended Future Roadway Improvements lane configurations shown in Figure 4.13-4.	SU

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Table ES-1 Summary of Impacts Compared to Existing Conditions and Mitigation Measures

Impact	*Significance Before Mitigation*	*Mitigation Measures*	*Significance After Mitigation*
Impact 4.13-2 Traffic generated as a result of development facilitated by the proposed General Plan Update and Corridors Specific Plan would not degrade operations at the analyzed roadway segments to below identified significance thresholds. Impacts would be Class III, *less than significant.*	LTS	None required, however the following mitigation measure is recommended: **MM T-3** Add the following policy to the General Plan Update: *Consider speed control measures in the neighborhood generally bound by SR-71 to the east, Mission Boulevard to the north, and hills to the south and west. Specific measures could include radar speed limit signs, bulb outs, chicanes, or raised crosswalks.*	LTS
Impact 4.13-3 Under future conditions with implementation of the General Plan Update and Corridors Specific Plan, three CMP facilities - two freeway segments and one intersection - would operate at unacceptable levels of service. Impacts would be Class I, *significant and unavoidable*.	PS	No mitigation is feasible to address impacts on freeway segments.	SU
Impact 4.13-4 The proposed General Plan Update and Corridors Specific Plan would not affect air traffic patterns. Impacts would be Class III, *less than significant*.	LTS	None required.	LTS
Impact 4.13-5 Due to the programmatic natures of the proposed General Plan Update and Corridors Specific Plan, these two Plans would not substantially increase hazards due to a design feature or incompatible uses. Impacts would be Class III, *less than significant*.	LTS	None required as policies and design guidelines in the General Plan Update and Corridors Specific Plan would address potential impacts. However, the following mitigation measure is recommended: **MM T-4** Remove the designated truck route on the following roadways from the City's Truck Route Designation Map: *White Ave between Mission Blvd and Arrow Hwy, Garey Ave between SR-60 and Holt Ave, Towne Ave between Riverside Dr and Foothill Blvd, Indian Hill Blvd between Grand Ave and Holt Ave, Bonita Ave between Fulton Rd and Carnegie Ave, Pomona Blvd between Valley Blvd and SR-71, Temple Ave between Valley Blvd and SR-57, 2nd St between SR-71 and White Ave, Mission Blvd between SR-71 and Reservoir St, and Phillips Blvd between Garey Ave and East End Ave.*	LTS
Impact 4.13-6 Implementation of the proposed General Plan Update and Corridors Specific Plan would result in adequate emergency access for all projects, given compliance with applicable local and State requirements regarding adequate emergency access. Impacts would Class III, *less than significant*.	LTS	None required as existing regulations would address potential impacts.	LTS

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Impact	*Significance Before Mitigation*	*Mitigation Measures*	*Significance After Mitigation*
Impact 4.13-7 Implementation of the General Plan Update, Corridors Specific Plan and ATP would be expected to generally enhance the use of alternative transportation modes, including transit, bicycling, and walking. Impacts related to alternative transportation are considered Class III, *less than significant*.	LTS	None required.	LTS
Utilities and Service Systems			
Impact 4.14.1-1 Implementation of the proposed General Plan Update and Corridors Specific Plan would increase demand for water supply. However, the City's 2010 Urban Water Management Plan projects that adequate water supply will be available to serve population growth in the city through 2035. Impacts would be Class III, *less than significant.*	LTS	None required as policies in the General Plan Update and Corridors Specific Plan would address potential impacts.	LTS
Impact 4.14.2-1 Implementation of the proposed General Plan Update and Corridors Specific Plan would not exceed wastewater treatment requirements of the Regional Water Quality Control Board. Impacts would be Class III, *less than significant.*	LTS	None required as existing regulations and General Plan Update policies would address potential impacts.	LTS
Impact 4.14.2-2 Development associated with the proposed General Plan Update and Corridors Specific Plan would increase citywide wastewater generation by approximately 5 mgd, but such an increase would not exceed the capacity of existing wastewater treatment facilities or service providers. Impacts would be Class III, *less than significant*.	LTS	None required as General Plan Update policies would address potential impacts.	LTS
Impact 4.14.3-1 Implementation of the proposed General Plan Update and Corridors Specific Plan would increase the amount of solid waste sent to area landfills. However, landfills have adequate capacity to accept the additional waste. Further, proposed General Plan Update and Green Plan policies aim to increase recycling in the city. Impacts would be Class III, *less than significant*.	LTS	None required as landfills have adequate capacity.	LTS
Impact 4.14.3-2 Implementation of the proposed General Plan Update and Corridors Specific Plan would comply with all applicable federal, state, and local statutes and regulations related to solid waste. Impacts would be Class III, *less than significant*.	LTS	None required as existing regulations would address potential impacts.	LTS

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Impact	*Significance Before Mitigation*	*Mitigation Measures*	*Significance After Mitigation*
Greenhouse Gases			
Impact 4.15-1 Implementation of the proposed General Plan Update and Corridors Specific Plan would generate new greenhouse gas emissions, directly and indirectly. However, policies contained in the General Plan Update, ~~and~~ Corridors Specific Plan and Green Plan, as well as pedestrian and bicycle improvements in the ATP, aimed at limiting vehicle use and energy consumption would also reduce per-capita GHG emissions, consistent with the goals of the Southern California Association of Governments 2012–2035 Regional Transportation Plan/Sustainable Communities Strategy. Impacts would therefore be Class III, *less than significant*.	LTS	None required as policies in the General Plan Update and Corridors Specific Plan and implementation of the ATP would address potential impacts.	LTS
Impact 4.15-2 The proposed General Plan Update, ~~and~~ Corridors Specific Plan, ATP and Green Plan are consistent with the goals and strategies contained in the SCAG 2012-2035 RTP/SCS to reduce per capita GHG emissions. Impacts would therefore be Class III, *less than significant*.	LTS	None required.	LTS

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CHAPTER 1 Introduction

This Environmental Impact Report (EIR) examines the potential environmental effects of the proposed City of Pomona General Plan Update, Corridors Specific Plan, Active Transportation Plan: Bicycle Master Plan and Pedestrian Master Plan, and Green Plan. The General Plan Update, Corridors Specific Plan, Active Transportation Plan: Bicycle Master Plan and Pedestrian Master Plan, and Green Plan are jointly defined as the "proposed project" for purposes of this environmental review. The General Plan Update, Corridors Specific Plan, Active Transportation Plan, Green Plan, California Environmental Quality Act (CEQA) environmental review process, and legal basis for preparing an EIR are described below.

1.1 INTRODUCTION

This document is a Draft EIR that evaluates the potential environmental effects associated with implementation of the City of Pomona General Plan Update, entitled *Pomona Tomorrow*, the Pomona Corridors Specific Plan, Pomona Active Transportation Plan (hereafter referred to as the ATP) and City of Pomona Green Plan. The General Plan Update establishes the community's vision for the development of the city going into the future and provides comprehensive land use, housing, circulation and infrastructure, public service, resource conservation and public safety policies for the entire city.

The Corridors Specific Plan provides a framework for private and public investment activities along the Garey Avenue, Holt Avenue, Mission Boulevard and Foothill Boulevard corridors. The General Plan Update identifies these corridors as "Focus Areas" that require specific planning and regulatory direction to guide projects to ensure that the General Plan vision is achieved. As such, the Corridors Specific Plan implements the vision, goals and policies established in the General Plan Update for these corridors.

The ATP provides direction on how to continue the City's progress toward a better bicycling and walking environment and is consistent with the sustainability efforts outlined in the General Plan Update. Finally, the Green Plan is aimed at integrating sustainable design into all aspects of the City's operations.

This section: (1) provides an overview of the background behind the General Plan Update, Corridors Specific Plan, ATP and Green Plan; (2) describes the purpose of and legal authority of the four documents; (3) summarizes the scope and content of the EIR; (4) lists lead, responsible, and trustee agencies for the EIR; (5) describes the intended uses of the EIR; and (6) provides a synopsis of the environmental review process required under CEQA.

The contents of other EIR sections are as follows:

- Section 2.0, Project Description, provides a detailed discussion of the General Plan Update, Corridors Specific Plan, ATP and Green Plan.
- Section 3.0, Environmental Setting, describes the general environmental setting for Pomona.
- Section 4.0, Environmental Impact Analysis, describes the potential environmental effects associated with implementation of the four plans.

- Section 5.0, Other CEQA Requirements, discusses issues such as growth inducement, significant irreversible environmental effects and factors found to be less than significant.
- Section 6.0, Alternatives, discusses alternatives to the General Plan Update, Corridors Specific Plan, ATP and Green Plan, including the CEQA-required "no project" alternative.
- Section 7.0, References and Preparers, lists informational sources for the EIR and persons involved in the preparation of the document.

1.2 OVERVIEW OF THE GENERAL PLAN UPDATE, CORRIDORS SPECIFIC PLAN, ACTIVE TRANSPORTATION PLAN AND GREEN PLAN

1.2.1 General Plan Update

The last comprehensive update of the City's General Plan was in 1976. The City is proposing a new comprehensive update of the General Plan that requires the review and recommendation for adoption by the Planning Commission and the discretionary approval of the City Council of the City of Pomona.

State law (Government Code Section 65300) requires that each city and county adopt a comprehensive general plan. The proposed project fulfills this requirement by updating the City's existing General Plan, which was last comprehensively updated in 1976. The General Plan defines the framework by which the City's physical and economic resources are to be managed and used in the future. The General Plan's planning horizon is the year 2035. City decision-makers will use the plan as a blueprint for:

- Choices about the use of land
- Protection of environmental resources
- Conservation and development of new housing
- Provision of supporting infrastructure and public and human services
- Protection of people and property from natural and man-made hazards

The General Plan Update clarifies and articulates the City's intentions with respect to the rights and expectations of the community, including residents, property owners, and businesses. Through the General Plan, the City informs these groups of its goals, policies, and standards, thereby communicating expectations of the public and private sectors for meeting community objectives.

Since the General Plan is the constitution for all future development, any decision by a city affecting land use and development must be consistent with the General Plan. This includes any development projects proposed in the future. An action, program, or project would be considered consistent with the General Plan if, considering all of its aspects, it will further the objectives and policies of the General Plan or not obstruct their attainment.

Each of the General Plan Update Components (Section 7) is associated with a list of goals and policies, contained in Section 8 of the General Plan. These goals and policies are statements adopted by the City Council to present a vision of Pomona that the General Plan Update seeks to achieve. They also provide protection for the City's resources by establishing planning requirements, programs, standards, and criteria for project review. Goals articulate the City's overarching principles and philosophy. Policies

represent commitments to specific actions and set the parameters for actual implementation steps to be taken by the City to achieve goals. They may refer to existing programs or call for establishment of new ones.

1.2.2 Corridors Specific Plan

The Corridors Specific Plan provides a framework for private and public investment activities along the Garey Avenue, Holt Avenue, Mission Boulevard and Foothill Boulevard Corridors. As noted above, the General Plan Update identifies these corridors as Focus Areas that require specific planning and regulatory direction.

The goal of the Corridors Specific Plan is to support and promote the type of investment that will enhance the beauty and vitality of the city's primary commercial corridors. To accomplish this, the Corridors Specific Plan presents the community's vision for the evolution and continued growth of these corridors and it establishes the primary means of regulating land use and development within the Specific Plan Area. The Specific Plan will also require Planning Commission review and recommendation as well as City Council approval.

1.2.3 Active Transportation Plan

The ATP implements Policy 7D.P9 of the proposed General Plan Update and provides direction on how to continue the City's progress toward a better bicycling and walking environment. The Plan does this by proposing a system of bikeways connecting neighborhoods to key activity centers throughout the City, developing support facilities, such as bike parking, and education programs, and by identifying recommendations for improving bicyclist safety. The ATP satisfies the requirements of the California Bicycle Transportation Act, granting the City eligibility for Bicycle Transportation Account (BTA) funding through the California Department of Transportation (Caltrans) for any of the bicycle improvements identified in the plan. The ATP also contains detailed recommendations for improving pedestrian safety and comfort at intersections and for prioritizing the installation of sidewalks where they do not currently exist. The ATP is subject to Planning Commission review and recommendation as well as City Council approval.

1.2.4 Green Plan

The Green Plan, which implements Policies 7E.P11 and 7E.P12 of the proposed General Plan Update, contributes to regional efforts to meet the challenges presented by Assembly Bill 32 (AB 32), also known as the California Global Warming Solutions Act of 2006, and Senate Bill 375 (SB375).

As part of the Green Plan, the City has completed a community wide and municipal GHG emissions inventory and forecasts, which quantifies baseline levels (2007) and forecasts total emissions in the year 2020 with and without adjustments for reduction efforts made by the State.

The Green Plan also includes programs and practices to guide Pomona in becoming a greener, greater city by focusing on: 8) Land Use and Community Design; 3) Green Building; 7) Efficient Transportation; 6) Renewable Energy and Low-Carbon Fuels; 9) Open Space and Storing\Offsetting Carbon Emissions;

2) Water Management; 4) Waste Reduction and Recycling; 5) Climate-Friendly Purchasing; and 10) Promoting Community and Individual Action.

In addition, an Energy Action Plan is included as Appendix B of the Green Plan. The EAP overlaps with a number of the other Green Plan topics and is an integral element of the Green Plan. The EAP identifies a comprehensive set of electricity-related energy efficiency targets, goals, policies, and actions to assist the community and City in becoming more energy-efficient and provides policies and actions to assist with the implementation of these. The Green Plan will require Planning Commission review and recommendation as well as City Council approval.

1.3 LEGAL AUTHORITY

This EIR has been prepared in accordance with CEQA and the *State CEQA Guidelines*. In accordance with Section 15121 (a) of the *State CEQA Guidelines* (California Code of Regulations, Title 14, Division 6, Chapter 3), the purpose of an EIR is to:

> Inform public agency decision-makers and the public generally of the significant environmental effects of a project, identify possible ways to minimize the significant effects, and describe reasonable alternatives to the project.

This EIR fulfills the requirements for a Program EIR. Although the legally required contents of a Program EIR are the same as those of a Project EIR, Program EIRs are typically more conceptual and may contain a more general discussion of impacts, alternatives, and mitigation measures than a Project EIR. As provided in Section 15168 of the *State CEQA Guidelines*, a Program EIR may be prepared on a series of actions that may be characterized as one large project. Use of a Program EIR provides the City (as Lead Agency) with the opportunity to consider broad policy alternatives and program-wide mitigation measures and provides the City with greater flexibility to address environmental issues and/or cumulative impacts on a comprehensive basis. Agencies generally prepare Program EIRs for programs or a series of related actions that are linked geographically, are logical parts of a chain of contemplated events, rules, regulations, or plans that govern the conduct of a continuing program, or are individual activities carried out under the same authority and having generally similar environmental effects that can be mitigated in similar ways. By its nature, a Program EIR considers the "macro" effects associated with implementing a program (such as a General Plan or Specific Plan) and does not, and is not intended to, examine the specific environmental effects associated with specific projects that may be subject to the provisions of General or Specific Plans.

Once a Program EIR has been prepared, subsequent activities within the program must be evaluated to determine what, if any, additional CEQA documentation needs to be prepared. If the Program EIR addresses the program's effects as specifically and comprehensively as possible, many subsequent activities could be found to be within the Program EIR scope and additional environmental documents may not be required (CEQA Guidelines Section 15168(c)). When a Lead agency relies on a Program EIR for a subsequent activity, it must incorporate applicable mitigation measures and alternatives developed in the Program EIR into the subsequent activities (CEQA Guidelines Section 15168(c)(3)). If a subsequent activity would have effects not within the scope of the Program EIR, the Lead Agency must prepare a new Initial Study leading to either a Negative Declaration, Mitigated Negative Declaration, or a

project level EIR. In this case, the Program EIR still serves a valuable purpose as the first-tier environmental analysis. The *State CEQA Guidelines* (Section 15168(h)) encourage the use of Program EIRs, citing five advantages:

1. Provision of a more exhaustive consideration of impacts and alternatives than would be practical in an individual EIR
2. Focus on cumulative impacts that might be slighted in a case-by-case analysis
3. Avoidance of continual reconsideration of recurring policy issues
4. Consideration of broad policy alternatives and programmatic mitigation measures at an early stage when the agency has greater flexibility to deal with them
5. Reduction of paperwork by encouraging the reuse of data (through tiering)

As a "macro" level environmental document, the Program EIR uses macro level thresholds as compared to the project-level thresholds that might be used for an EIR on a specific development project. It should not be assumed that impacts determined not to be significant at a macro level would not be significant at a project level. In other words, determination that implementation of the General Plan Update, Corridors Specific Plan, ATP or Green Plan as a "program" would not have a significant environmental effect does not necessarily mean that an individual project would not have significant effects based on project-level CEQA thresholds, even if the project is consistent with the General Plan Update, Corridors Specific Plan, ATP or Green Plan.

This EIR has been prepared to analyze potentially significant environmental impacts associated with future development resulting from implementation of the proposed General Plan Update, Corridors Specific Plan, ATP and Green Plan, and also addresses appropriate and feasible mitigation measures or project alternatives that would minimize or eliminate these impacts. Additionally, this EIR will provide the primary source of environmental information for the City of Pomona, which is the Lead Agency, to use when considering the proposed General Plan Update, Corridors Specific Plan, ATP and Green Plan.

This EIR is intended to provide decision-makers and the public with information that enables them to intelligently consider the environmental consequences of the proposed action. This EIR identifies significant or potentially significant environmental effects, as well as ways in which those impacts can be reduced to less-than-significant levels, whether through the imposition of mitigation measures or through the implementation of specific alternatives to the project. In a practical sense, this document functions as a tool for fact-finding, allowing concerned citizens and agency staff an opportunity to collectively review and evaluate baseline conditions and project impacts through a process of full disclosure.

1.4 SCOPE AND CONTENT OF THE EIR

In accordance with the *State CEQA Guidelines*, a Notice of Preparation (NOP) of a Draft EIR was circulated to potentially interested parties on May 7, 2012. The NOP, included in Appendix A, indicated that all issues on the City's environmental checklist would be discussed in the EIR. These include:

- *Aesthetics*
- *Agriculture Resources*
- *Air Quality*
- *Biological Resources*
- *Cultural Resources*
- *Geology/Soils*
- *Hazards & Hazardous Materials*
- *Hydrology/Water Quality*
- *Land Use/Planning*
- *Mineral Resources*
- *Noise*
- *Population/Housing*
- *Public Services*
- *Recreation*
- *Transportation/Traffic*
- *Utilities/Service Systems*
- *Mandatory Findings of Significance*

This EIR evaluates potential impacts in each of these areas.

The focus of this EIR is to:

- Provide information about the General Plan Update, Corridors Specific Plan, ATP and Green Plan for consideration by the City Council in its selection of an alternative or a combination of various elements from each alternative for approval;
- Review and evaluate the potentially significant environmental impacts that could occur as a result of the growth and development envisioned in the General Plan Update and Corridors Specific Plan or through implementation of the ATP and Green Plan;
- Identify feasible mitigation measures that may be incorporated into the project in order to reduce or eliminate potentially significant effects;
- Disclose any potential growth-inducing and/or cumulative impacts associated with the General Plan Update, Corridors Specific Plan, ATP or Green Plan; and
- Examine a reasonable range of alternative growth scenarios (including "no growth"/growth according to the existing General Plan, reduced growth) that could feasibly attain the basic project objectives, while eliminating and/or reducing some or all of the potentially significant adverse environmental effects.

The City received 11 written responses to the NOP. The responses, included in Appendix A, are addressed, as appropriate, in the analysis contained in the various subsections of Section 4.0, *Environmental Impact Analysis*. The City also held an EIR scoping meeting on May 17, 2012 at Pomona City Hall, with one individual attending the meeting.

1.5 LEAD, RESPONSIBLE AND TRUSTEE AGENCIES

The City of Pomona is the lead agency under CEQA for this EIR because it has primary discretionary authority to determine whether or how to approve the General Plan Update, Corridors Specific Plan, ATP and Green Plan.

"Responsible Agencies," are other agencies that are responsible for carrying out/implementing a specific component of the proposed project or for approving a project (such as an annexation) that implements the goals and policies of a General Plan. Section 15381 of the *State CEQA Guidelines* defines a "responsible agency" as:

A public agency which proposes to carry out or approve a project, for which a lead agency is preparing or has prepared an EIR or Negative Declaration. For purposes of CEQA, responsible agencies include all public agencies other than the lead agency that have discretionary approval authority over the project.

There are no responsible agencies for the General Plan Update, Corridors Specific Plan, ATP or Green Plan.

Although not responsible agencies under CEQA, several other agencies have review authority over aspects of the General Plan, Specific Plan, ATP or Green Plan or approval authority over projects that could potentially be implemented in accordance with various objectives and policies included in the plans. These agencies and their roles are listed below.

- The State Geologist is responsible for the review of the City's program for minimizing exposure to geologic hazards and for regulating surface mining activities.
- The California Department of Transportation (Caltrans) has responsibility for approving future improvements to the state highway system, including Interstate 10, State Route 60, Interstate 210, State Route 71 and State Route 57. Caltrans also has responsibility for approving funds under the Bicycle Transportation Account any of the bicycle improvements identified in the ATP.
- California Department of Fish and Wildlife (CDFW) has responsibility for issuing take permits and streambed alteration agreements for any projects with the potential to affect plant or animal species listed by the State of California as rare, threatened, or endangered or that would disturb waters of the state.
- The Metropolitan Water District of Southern California supplies 16% of the City's water and would therefore be responsible for approving and implementing needed improvements to water infrastructure should they be required as a result of the proposed project.
- The Metropolitan Transit Authority would be responsible for approving and implementing projects involving the construction of new and relocated Metrolink stations and the extension of the Metro Gold Line.
- The High Speed Rail Authority would be responsible for approving and implementing projects related to the statewide high speed rail system within the city should that alignment be selected.
- The Los Angeles County Sanitation Districts treats wastewater from the City's system and would therefore be responsible for approving and implementing needed improvements to wastewater infrastructure should they be required as a result of the proposed project.
- The Board of Trustees of the California State University system would be responsible for approving and implementing projects located on lands within Pomona owned by the California State University system.
- Any other public agencies which may own land within the city boundaries.

Trustee agencies have jurisdiction over certain resources held in trust for the people of California but do not have a legal authority over approving or carrying out the project. *State CEQA Guidelines* Section 15386 designates four agencies as trustee agencies: the California Department of Fish and Wildlife with regards to fish and wildlife, native plants designated as rare or endangered, game refuges, and ecological reserves; the State Lands Commission, with regard to state-owned "sovereign" lands, such as the beds of navigable waters and State school lands; the California Department of Parks and Recreation, with regard to units of the State park system; and, the University of California, with regard to sites within the Natural

Land and Water Reserves System. The CDFW, due to the potential for rare or endangered species, and State Lands Commission, due to the presence of lands owned by the California State University system, are the only trustee agencies for the General Plan EIR.

1.6 INTENDED USES OF THE EIR

This EIR is as an informational document for use in the City's review and consideration of the General Plan Update, Corridors Specific Plan, ATP and Green Plan. It is to be used to facilitate creation of a General Plan, a Specific Plan, an ATP and a Green Plan that incorporate environmental considerations and planning principles into cohesive policy documents. The General Plan Update and Corridors Specific Plan will guide subsequent actions taken by the City in its review of new development projects and the establishment of new and/or revised citywide or corridor specific programs, while implementation of the ATP will improve the bicycling and pedestrian environment within the city and the Green Plan will reduce energy costs, increase efficiencies, improve air quality, and reduce greenhouse gas emissions.

This EIR discloses the possible environmental consequences associated with the General Plan Update, Corridors Specific Plan, ATP and Green Plan. The information and analysis in this EIR will be used by the Pomona City Council, responsible and trustee agencies, and the general public.

The environmental review process, as required under CEQA, is summarized below and illustrated generally on Figure 1-1.

1.7 EIR PROCESS

1. **Notice of Preparation (NOP).** After deciding that an EIR is required, the lead agency must file an NOP soliciting input on the EIR scope to the State Clearinghouse, other concerned agencies, and parties previously requesting notice in writing (CEQA Guidelines Section 15082; Public Resources Code Section 21092.2). The NOP must be posted in the County Clerk's office for 30 days. For projects of regional significance, the lead agency holds a scoping meeting during the 30-day NOP review period.

2. **Draft EIR.** The Draft EIR must contain: a) table of contents or index; b) summary; c) project description; d) environmental setting; e) discussion of significant impacts (direct, indirect, cumulative, growth-inducing and unavoidable impacts); f) a discussion of alternatives; g) mitigation measures; and h) discussion of irreversible changes.

3. **Notice of Completion.** Upon completion of a Draft EIR, the lead agency must file a Notice of Completion with the State Clearinghouse and prepare a Public Notice of Availability of a Draft EIR. The lead agency must place the Notice in the County Clerk's office for 30 days (Public Resources Code Section 21092) and send a copy of the Notice to anyone requesting it (CEQA Guidelines Section 15087). In addition, public notice of the availability of the Draft EIR must be given through at least one of the following procedures: a) publication in a newspaper of general circulation; b) posting on and off of the project site; or c) direct mailing to owners and occupants of contiguous properties and others who have requested such notification. The lead agency must solicit comments from the public and respond in writing to all written comments

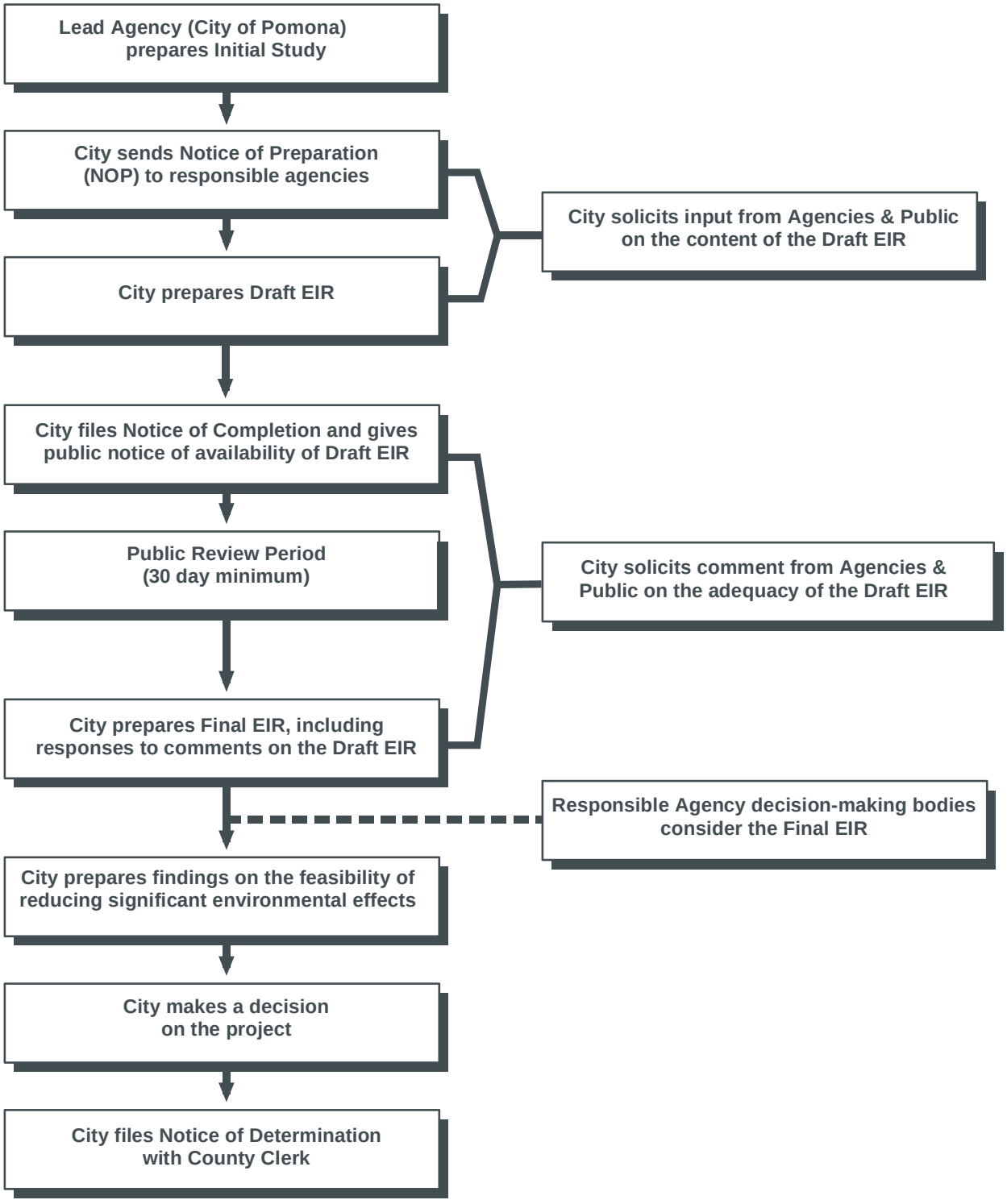
received (Public Resources Code Sections 21104 and 21253). The minimum public review period for a Draft EIR is 30 days. When a Draft EIR is sent to the State Clearinghouse for review, the public review period must be 45 days (Public Resources Code Section 21091).

4. **Final EIR.** Following the close of the Draft EIR review period, a Final EIR is prepared. The Final EIR must include: a) the Draft EIR; b) copies of comments received during public review; c) a list of persons and entities commenting; and d) responses to comments.

5. **Final EIR** Certification. Prior to making a decision on a proposed project, the lead agency must certify that: a) the Final EIR has been completed in compliance with CEQA; b) the Final EIR was presented to the decision-making body of the lead agency; and c) the decision-making body reviewed and considered the information in the Final EIR prior to approving the project (CEQA Guidelines Section 15090).

6. **Lead Agency Project Decision.** Upon certification of an EIR, the lead agency makes a decision on the project analyzed in the EIR. A lead agency may: a) disapprove a project because of its significant environmental effects; b) require changes to a project to reduce or avoid significant environmental effects; or c) approve a project despite its significant environmental effects, if the proper findings and statement of overriding considerations are adopted (CEQA Guidelines Sections 15042 and 15043).

7. **Findings/Statement of Overriding Considerations.** For each significant impact of the project identified in the EIR, the lead or responsible agency must find, based on substantial evidence, that either: a) the project has been changed to avoid or substantially reduce the magnitude of the impact; b) changes to the project are within another agency's jurisdiction and such changes have or should be adopted.



Environmental Review Process

Figure 1-1

CHAPTER 2 **Project Description**

The proposed project includes an update of the City of Pomona General Plan, entitled *Pomona Tomorrow*, and hereafter referred to as the General Plan Update, as well as the Pomona Corridors Specific Plan, Active Transportation Plan and Green Plan.

The proposed General Plan Update is the first comprehensive update of the City's General Plan since 1976 and establishes the community's vision for the development of the city going into the future. The General Plan Update provides comprehensive land use, housing, circulation and infrastructure, public service, resource conservation and public safety policies for the entire City.

The proposed Corridors Specific Plan provides a framework for private and public investment activities along the Garey Avenue, Holt Avenue, Mission Boulevard and Foothill Boulevard corridors. The General Plan Update identifies these "Corridors" as Focus Areas that "require specific planning and regulatory direction to guide projects to ensure that the [General Plan Update] vision is achieved." As such, the Corridors Specific Plan implements the vision, goals and policies established in the General Plan Update for these "Corridors".

The proposed Active Transportation Plan: Bicycle Master Plan and Pedestrian Master Plan (ATP) provides direction on how to continue the City's progress toward a better bicycling and walking environment and is consistent with the sustainability efforts outlined in the General Plan Update. The Plan does this by proposing a system of bikeways connecting neighborhoods to key activity centers throughout the City, developing support facilities, such as bike parking, and education programs, and by identifying recommendations for improving bicyclist safety. The ATP satisfies the requirements of the California Bicycle Transportation Act, granting the City eligibility for Bicycle Transportation Account (BTA) funding through the California Department of Transportation (Caltrans) for any of the bicycle improvements identified in the plan. The ATP also contains detailed recommendations for improving pedestrian safety and comfort at intersections and for prioritizing the installation of sidewalks where they do not currently exist.

Sustainability and reduction of GHG emissions are the key themes of the City of Pomona Green Plan. Incorporation of sustainability principles will provide the City, local businesses, and individuals with cost benefits as lower energy usage results in reduced electric and fuel bills. The proposed Green Plan is aimed at integrating sustainable design into all aspects of the City's operations and is designed to evolve with the City as new technologies, new economics, and new priorities redefine what is feasible. The City of Pomona's vision for its Green Plan is a plan that directs its growth in a manner that minimizes waste, minimizes consumption, reduces dependence on foreign oil, optimizes existing systems and programs, and maximizes the City's opportunities for sustainable economic development.

This section of the EIR describes the key characteristics of the proposed General Plan Update and Corridors Specific Plan, including the project proponent/lead agency, the geographic extent of the plans, project objectives, required approvals and types and extent of development forecasted for the plan areas. This section also summarizes the key policy statements from the General Plan Update and Specific Plan

that have the potential to result in physical environmental effects. In addition, this section provides a description of the components of the ATP and its recommendations to improve bicycle access and enhance walkability, making both modes of travel safe and convenient choices. Finally, this section provides a description of the Green Plan and the main topic areas around which it is organized.

2.1 PROJECT PROPONENT/LEAD AGENCY

The City of Pomona is both the project proponent and the lead agency for the proposed General Plan Update, Corridors Specific Plan, ATP and Green Plan. The City's Planning Division, which is located at 505 South Garey Avenue, Pomona, California, 91766, prepared this EIR with the assistance of Rincon Consultants.

2.2 PROJECT LOCATION

Located in the greater Los Angeles metropolitan region, Pomona is at the easternmost edge of Los Angeles County (see Figure 2-1). Approximately 30 miles from Downtown Los Angeles, it is a hub between the eastern end of the San Gabriel Valley (approximately 27 miles from the valley's opposite end in Pasadena) and the western edge of the San Bernardino-Riverside region. With an estimated 2012 population of approximately 149,950, it is the seventh most populous city in the county.

Pomona is positioned at the confluence of the I-10, SR-57, SR-71 and SR-60 freeways as well as two Union Pacific/Metrolink rail lines, all of which provide regional access to the City. Pomona is also located just 10 miles west of Ontario International Airport. The cities of Claremont, La Verne, San Dimas, Walnut, Diamond Bar, Chino and Montclair surround the City. The main campus of California State Polytechnic University, Pomona is located just outside the City boundaries, between Pomona and Walnut. Portions of the Cal Poly Pomona campus that are located within the City include Scolinos Field, the W.K. Kellogg Arabian Horse Center, Innovation Village, a number of residence halls located southwest of Kellogg Drive and University Village.

The General Plan Update applies to all lands within the City's Sphere of Influence. These include the area within the city boundaries and nearby areas as designated by the Local Agency Formation Commission. The area contained within the city boundaries comprises 22.84 square miles, or 14,620 acres. Because Pomona is surrounded by other incorporated cities and San Bernardino County, the unincorporated areas in the City's Sphere of Influence are limited to three small areas totaling 52 acres north of Foothill Boulevard. Figure 2-2 illustrates the city and General Plan boundaries.

The Corridors Specific Plan encompasses the three major east-west and one north-south commercial arterial corridors traversing the City, including the Garey Avenue, Holt Avenue, Mission Boulevard and Foothill Boulevard Corridors (see Figure 2-3). These specialized linear districts represent the development pattern created by the pre-freeway network of arterial highway rights-of-way and the effects of postwar zoning and suburban expansion on their fronting properties. The streets remain important connectors between districts within and outside of the City. Each of these corridors is further described below.

2.2.1 Garey Avenue

Garey Avenue is the primary north-south commercial corridor in Pomona, extending from the City of Chino Hills boundary just south of the SR-60/SR-71 interchange to the City of Claremont boundary just north of Foothill Boulevard. North Garey Avenue extends northward from its undercrossing of the Downtown Metrolink/Amtrak train tracks. It is a five-lane arterial with continuous center left turn lane and no landscaped medians (except at Casa Colina). South Garey Avenue begins at its undercrossing of the Downtown train tracks and extends south to the SR-60 and SR-71 interchange and beyond to the City of Chino Hills. Like North Garey Avenue, it has two lanes in each direction throughout. However, its continuous center turn lane runs only from 2nd to 9th Streets, changing over to medians with trees for the majority of its remaining length.

2.2.2 Holt Avenue and Mission Boulevard

Holt Avenue and Mission Boulevard are the principal east-west arterials and commercial corridors in Pomona, running approximately parallel to the Metrolink/Amtrak tracks about a quarter mile to the north and south, respectively. The western ends of the corridors border on the cities of Walnut and Diamond Bar, respectively, and connect to Montclair on their eastern ends. Overall, both of these corridors are wide and automobile-oriented, consisting of five continuous lanes, and are typically between 100 and 110 feet across. A shared center left-turn lane along much of their lengths provides business access, but discourages pedestrian crossing. Sidewalks line the entire length of the corridors and shorter blocks closer to Downtown facilitate pedestrian activity.

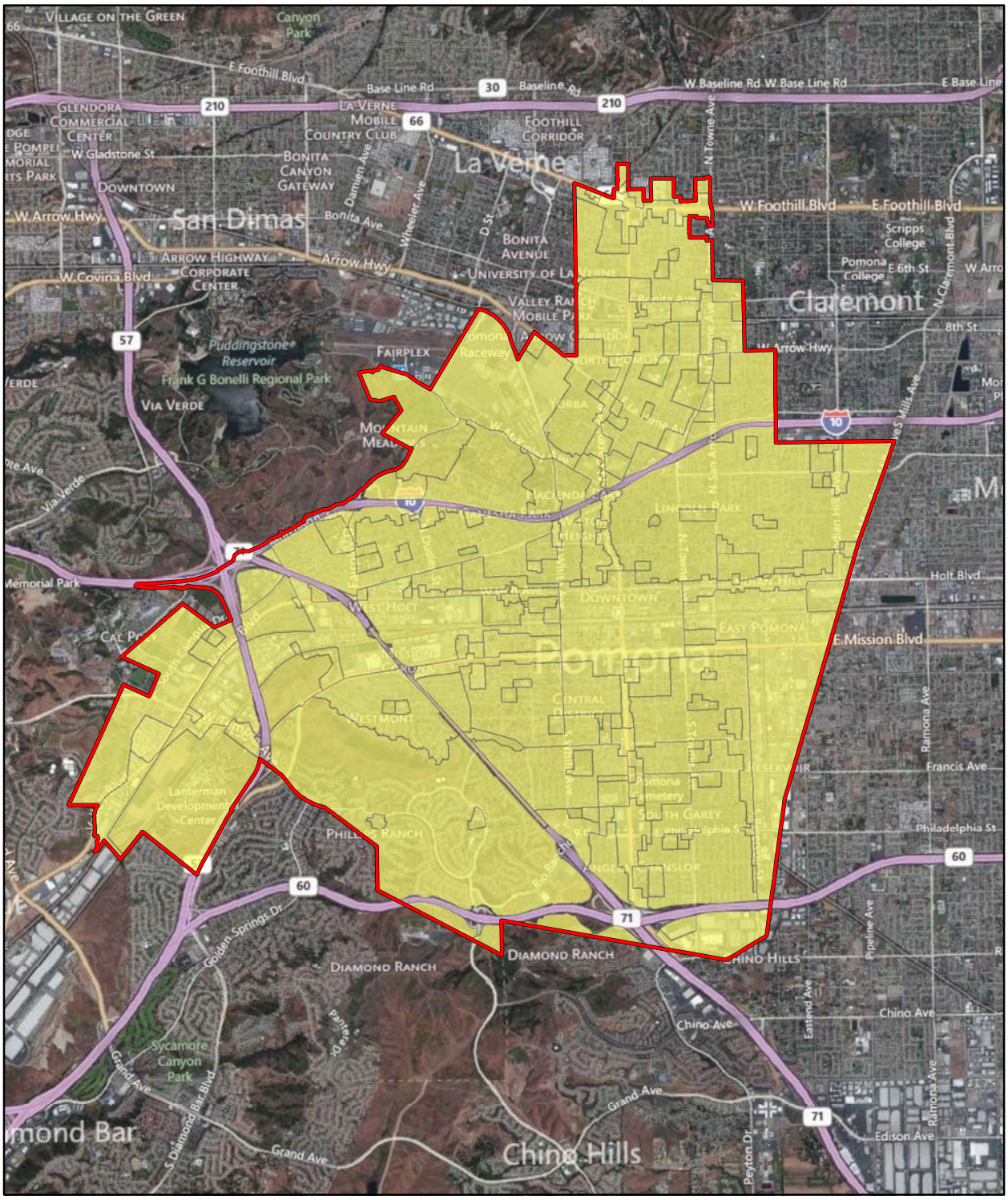
2.2.3 Foothill Boulevard

Pomona's segment of Foothill Boulevard (Historic Route 66) is relatively short at just over 0.8-mile, running approximately from Williams Avenue to North Towne Avenue. A 0.3-mile long piece along the south-side of the roadway extending westward from Williams Avenue is also within the City limits. Foothill Boulevard is a multilane arterial and State highway with overhead power lines and minimal streetscape.



Imagery provided by National Geographic Society, ESRI and its licensors, 2012.

Regional Location Figure 2-1



Bing Maps Aerial: (c) 2010 Microsoft Corporation and its data suppliers.
Additional data layers from City of Pomona, May 2012.

City Boundary

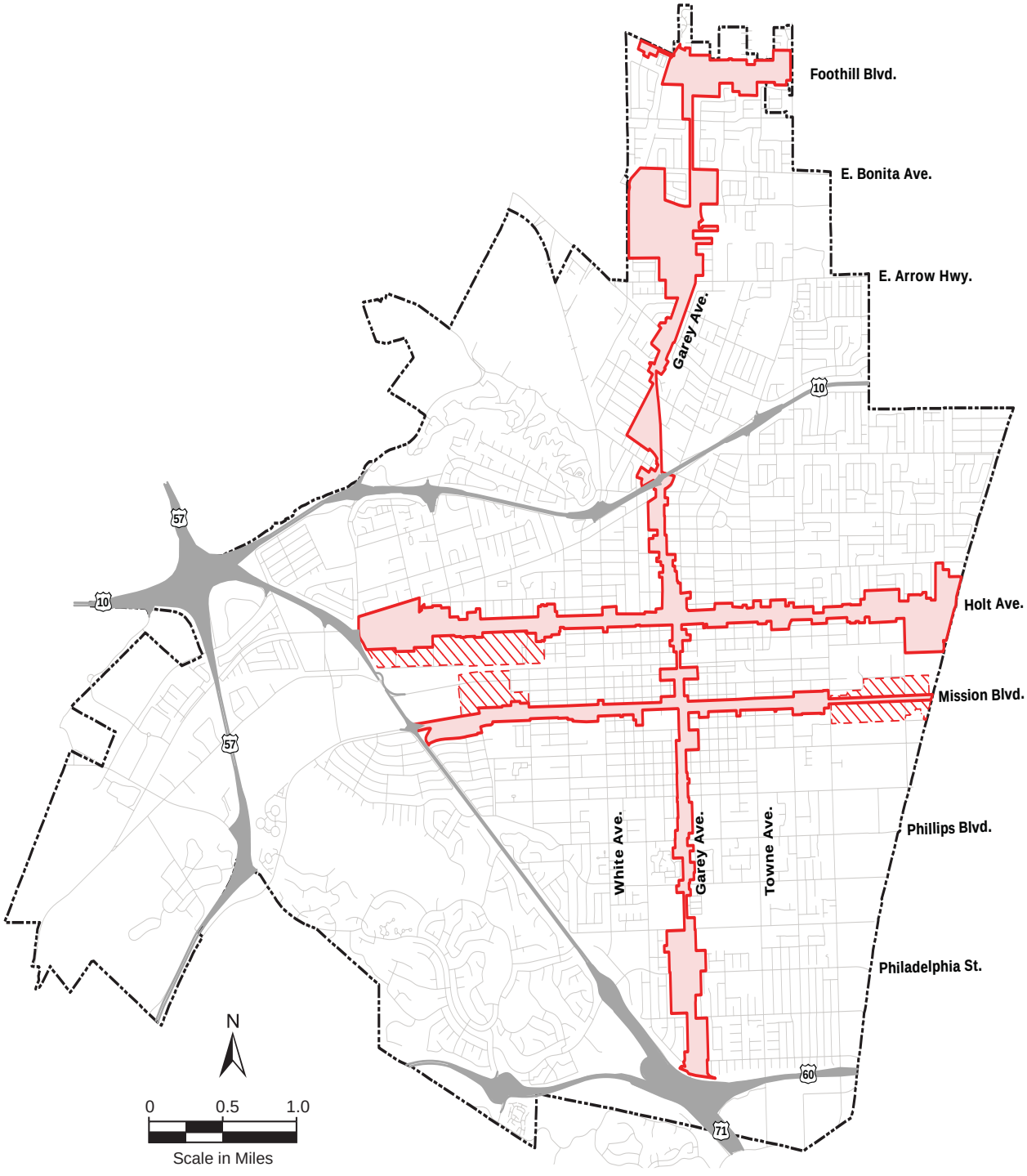
General Plan Boundary

0 0.625 1.25
Miles

N

City and General Plan Boundaries

Figure 2-2



Source: Pomona Corridors Specific Plan, Figure 0.1 Plan Area Map.

Corridors Specific Plan Area

Figure 2-3

2.3 CHARACTERISTICS OF THE PROPOSED GENERAL PLAN UPDATE

2.3.1 Objectives of the General Plan Update

The General Plan Update is intended to function as a policy document to guide land use decisions within the City's planning area through the year 2035. The General Plan Update includes goals, objectives, policies and implementation programs developed following extensive multi-year outreach to residents, City officials, businesses, advocacy groups and other stakeholders.

The goal of the General Plan Update is to improve the livability and cultural life of the community. Specifically, the objectives of the General Plan Update are to:

- Outline a vision for Pomona's long-range physical evolution, economic development, and resource conservation that reflects the aspirations of the community for livability, prosperity, and sustainability;
- Provide strategies and specific implementing actions that will allow this vision to be accomplished;
- Establish a basis for judging whether development proposals and public projects are in harmony with the City's vision and provide guidance for instances or opportunities not specifically covered by development regulations or other City policy documents;
- Allow City departments, other public agencies, and private developers to plan projects that will enhance the character of the community, preserve and enhance critical environmental resources and minimize hazards; and
- Provide the basis for establishing and setting priorities for detailed plans and implementing programs, such as the Updated Zoning Ordinance, the Capital Improvements Program, Specific and Area Plans, facilities plans, and redevelopment measures.

In order to achieve these objectives, the General Plan Update focuses on how limited population and employment growth can be strategically accommodated to preserve the distinguishing and valued qualities of the community. For most of the city, the General Plan Update preserves the existing pattern of uses and establishes policies for protection and long-term maintenance of established neighborhoods. Generally, new development in accordance with the General Plan Update would result as re-use of properties, conversion of uses in response to market demand (e.g., office and industrial to residential), and more intense use of land in defined areas.

Overall, the General Plan Update emphasizes a renewed Downtown and redefined corridors, proposes focus areas and activity centers to help shape and distribute new development, promotes protecting the character of existing residential neighborhoods, and outlines the future role and form of Pomona's public realm.

2.3.2 Organization of the General Plan Update

The General Plan Update is organized into eight sections. Sections 1 to 5 introduce the Plan and provide context and background information on the City. Section 6, entitled Pomona Tomorrow, establishes the

overall vision of the future as expressed through a physical City structure diagram and a strategy framework to achieve the vision. This section is the foundation for all other sections of the Plan. Section 7, in contrast to the overall vision of the future City outlined in Section 6, outlines approaches to improve specific functional aspects of the City. Finally, Section 8 contains the formal actions, or implementation program, that the City will perform to achieve the vision established in the General Plan Update. Together Sections 6, 7 and 8 encompass all of the elements required by California General Plan law. Figure 2-4 shows where the required General Plan elements are addressed within the General Plan Update.

Each of the plan components listed in Figure 2-4 includes specific goals and policies intended to achieve the overall goals discussed under subsection 2.3.1. Most of the policies either do not involve physical environmental changes or are intended to reduce the potential environmental changes associated with future development within the City. For example, the General Plan Update includes goals and policies intended to minimize potential conflicts relating to noise. Consequently, the goals and policies themselves generally would not create significant environmental impacts and, therefore, are not discussed in this project description. Individual goals and policies with the potential to either create or address physical environmental impacts are discussed, as appropriate, in the individual impact discussions in Section 4.0, *Environmental Impact Analysis*.

Figure 2-4
Relationship between State Required Elements and General Plan Content

		Required Elements						
		Land Use	Open Space	Circulation	Conservation	Noise	Safety	Housing
Plan Components – Section 7	Pomona Tomorrow	●	●	●				●
	Land Use and Density	●						●
	Economic Development	●						
	Open Space Network		●					
	Mobility & Access			●				
	Conservation				●			
	Community Design	●			●			
	Noise and Safety					●	●	
	Implementation	●	●	●	●	●	●	●

* *Reproduced from Figure 1.3 of the draft General Plan Update (March 2011)*

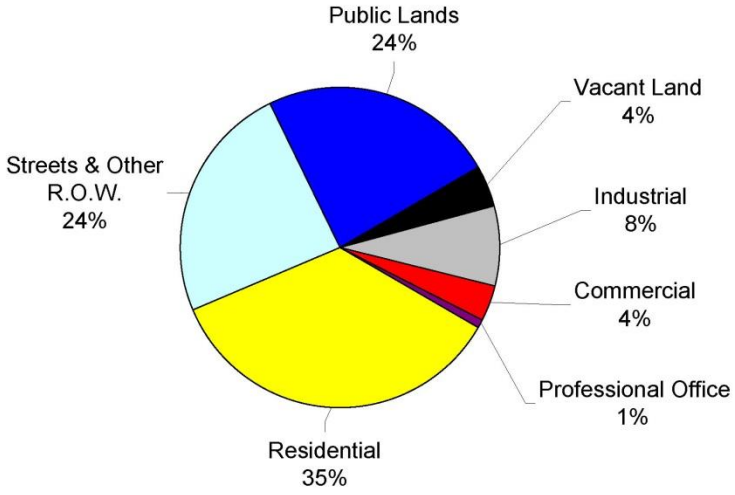
2.3.3 General Plan Land Pattern and Potential for Change

Existing Land Use Pattern

Currently, Pomona's land uses are arranged in an overall pattern typical of the City's age, topography, and western U.S. location. The City's relatively uniform topography with few physical constraints has allowed for a relatively uniform street grid with residential neighborhoods and commercial corridors radiating from the traditional mixed-use Downtown core. Residential neighborhoods located farther from Downtown and along the hillsides to the north and south were built later in the 20th century and are more consistently residential in use. At the western and eastern edges of the City, large industrial areas have developed with access to railway and major arterial roadways.

Although Pomona is characterized by a diverse range of land uses, almost half of the City's land area (48%) is devoted to public uses, including parks, dedicated open spaces, schools and community facilities as well as streets and other rights-of-way. The remaining land containing private development is composed primarily of housing, which accounts for 35% of the City's land area. Less predominant in terms of land area are industrial (8%), commercial (4%) and office (1%) uses. Vacant lands comprise 4% of the City's land area and are located throughout the City, particularly in the older areas and in the industrial districts. With the exception of open space areas in the southwestern (Phillips Ranch and portions of Elephant Hill) and northwestern (Mountain Meadows) portions of the City, all large land areas within the City have been developed. Figure 2-5 illustrates the existing land use pattern in the City.

Figure 2-5 Existing Land Use Distribution in the City
Source: Figure 7-A.1 of the draft General Plan Update



Proposed Land Use Pattern

Overall, the General Plan Update emphasizes a renewed Downtown and redefined corridors. These corridors once represented the development pattern created by the pre-freeway network of arterial

highways. Proposed land use revisions within these corridors are consistent with those proposed as part of the Pomona Corridors Specific Plan (see Section 2.4). Those areas of the City with the potential for the most change under the General Plan Update are shown in Figure 2-6. These areas are shown as having a potential for change in the short-term (five years), medium-term (10 years) and long-term (20 years). These areas are primarily focused around the main roadway corridors of the city and the Downtown. An exception to this is the Fairplex area, which is expected to have a high percentage of properties with potential for change in the medium term.

The vision established by the General Plan Update places a greater emphasis on building form and character in districts and neighborhoods to allow a mix of land uses. Most growth within the City is anticipated to consist of infill development and more efficient use/re-use of land. Accordingly, the General Plan Update does not anticipate substantial changes in the proportion of land within the City that is occupied by various land uses, i.e. the proportion of land area occupied by certain types of land uses is expected to remain much the same as that shown in Figure 2-5, though in some areas the intensity of development may increase.

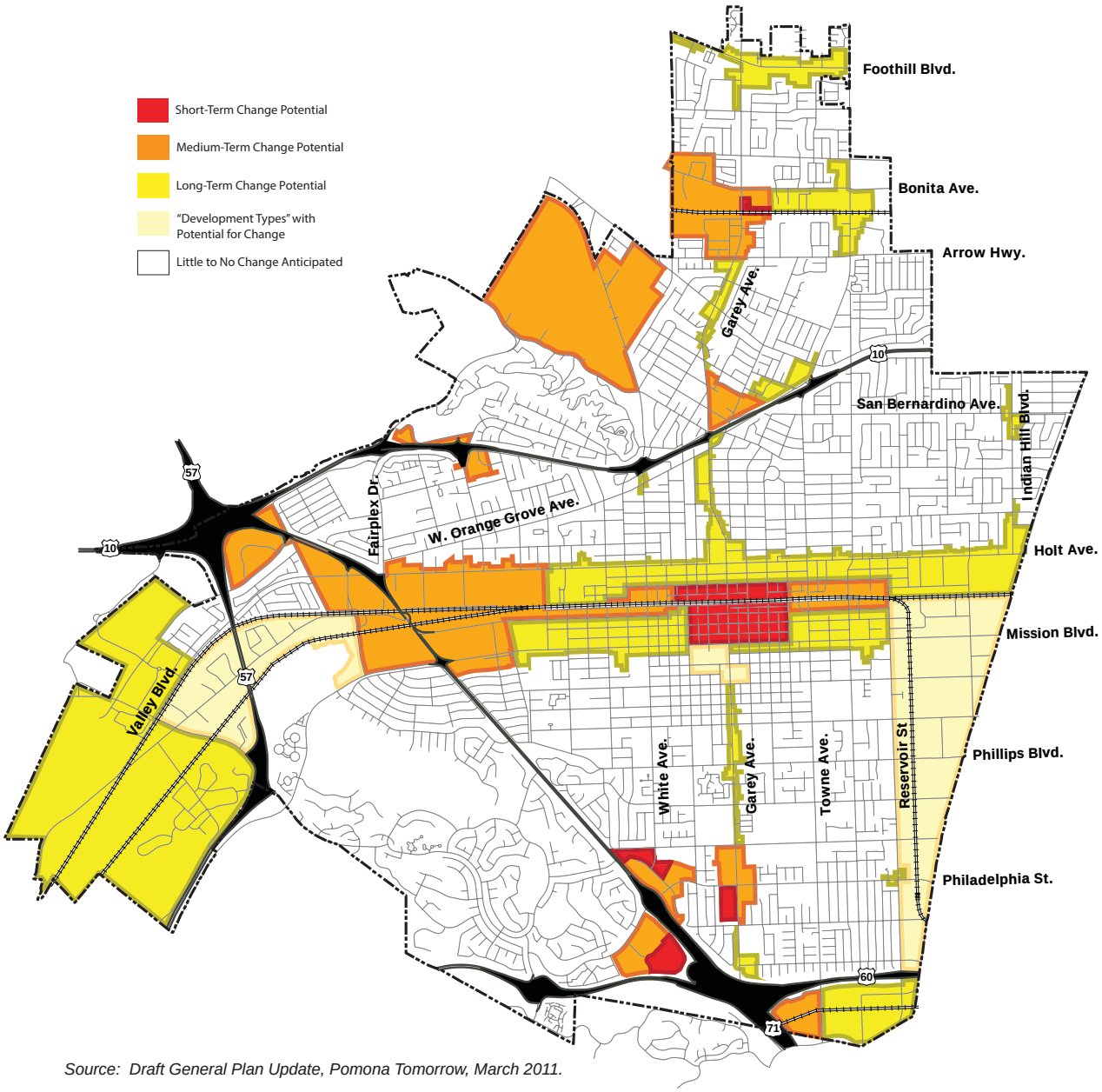
The General Plan Land Use map, shown on Figure 2-7, provides an overview of the envisioned future City structure. The map illustrates the proposed general location, distribution and extent of land uses throughout the City by identifying a pattern of centers, districts, corridors, and neighborhoods and describes the general form, function, and use mix of each of these place types. The land use categories included on the General Plan Land Use map are described below.

Activity Center

Activity centers are districts or concentrations of development that are catalyzed by retail and other complementary uses. The General Plan Update provides three Activity Center categories: Downtown; Regional Center; and Community Center/Neighborhood Center. There are four Regional Centers located at: the intersection of White Avenue and West Arrow Highway; West Mission Boulevard at the SR 71; Rio Rancho Road at the SR 71; and east of the SR71/SR60 interchange. Neighborhood Centers are located throughout the City, primarily in proximity to freeway on/off ramps and at the intersections of major arterial roadways. See Figure 6.4 of the Draft General Plan for the locations of each of these Activity Centers.

Transit Oriented District: Core or Neighborhood

Transit oriented districts are found in the following locations: Downtown Pomona, the North Pomona Center, Cal Poly / Lanterman Center, Fairplex, Pomona Valley Hospital Medical Center, Holt Avenue at SR-71 and at Indian Hill Boulevard and the SR 60/SR 71 interchange (see Figure 6.8 of the draft General Plan Update). These transit oriented districts feature development types of greater intensity than surrounding areas. The greater intensity takes advantage of transit service (either fixed rail or frequent bus service) by concentrating potential rider populations of residents, workers and visitors next to stations and creating settings to encourage connectivity. These districts feature attractive streetscapes, civic plazas and small urban open spaces. They also feature a mix of uses – horizontal mixed-use in most cases, but vertical mixed-use in the densest locations – typically with retail, commercial and civic activity



Source: Draft General Plan Update, Pomona Tomorrow, March 2011.

Areas with Potential for Change

Figure 2-6

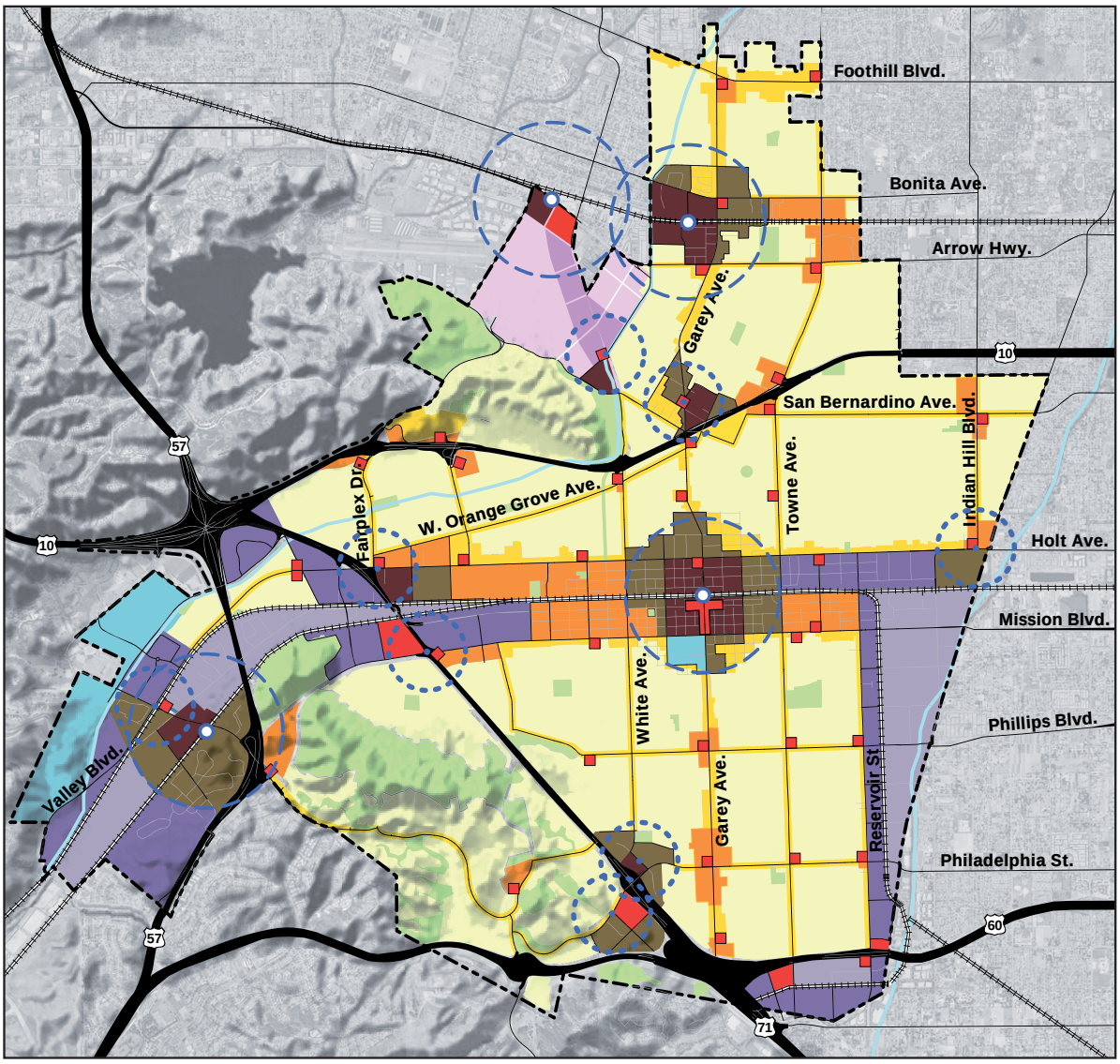
on the ground floor and housing, lodging or workplace uses above. Transit oriented districts' "cores" are closest to major transit stops or transportation crossroads and have the greatest intensity and the widest range of uses. Surrounding the core, transit oriented district neighborhoods are less intense and more housing oriented.

Urban Neighborhood

Urban neighborhoods are moderately intense clusters of development that contain a mix of uses. These neighborhoods are located throughout the City, with the two largest areas located within the Southern Railroad Track Neighborhoods: Downtown Annex Areas (an area west of Downtown focused on Second Street, between White and Oak Avenues, and an area east of Downtown focused on Second Street between Towne and San Antonio Avenues), and the Northern Railroad Track Neighborhoods (near the intersections of Towne Avenue with E. Bonita Avenue and E. Arrow Highway). The specific character of any individual urban neighborhood will build upon the existing development within or adjacent to it. Smaller clusters that are currently housing-only and surrounded by single family homes will continue to be characterized by lower density residential development. Other mixed use clusters that may have arisen from later industrial and commercial uses added to rezoned older residential uses will gradually see infill development of housing, office, and lodging in buildings with residentially compatible physical characteristics to help strengthen and stabilize a more consistent and valuable mixed-use neighborhood environment.

Residential Neighborhood

Pomona's residential neighborhoods have evolved over a 130-year period and are physically and culturally diverse. They include a mix of densities, street network types, housing types, and architectural styles. Policies for neighborhood design establish a basis for neighborhood configuration, architectural treatments, and standards for a high quality of environment as essential elements of new residential neighborhood development. With the maturity of the housing stock, strengthening of neighborhood livability and reinvestment in homes will be encouraged by streetscape improvements in terms of maintenance, planting of consistent street tree canopies, and providing brighter, more energy-efficient lighting for increased personal safety, traffic visibility, and comfort. Mobility improvements in terms of traffic calming, bicycle boulevards, ADA sidewalk and crosswalk enhancements, and safer walking routes to school and to community parks will strengthen neighborhood livability and encourage reinvestment.



Source: Draft General Plan Update, Pomona Tomorrow, March 2011.

Place Types

- Activity Center
- Transit Oriented District: Core
- Transit Oriented District: Neighborhood
- Urban Neighborhood
- Neighborhood Edge
- Residential Neighborhood
- Workplace District Edge
- Workplace District
- Open Space
- Special Campus
- Fairplex
- Train Stations
- 1/4 mile Radii Bus Nodes
- 1/2 mile Radii Train Node

N

0 0.5 1.0

Scale in Miles

Notes:

- The southwestern portions of the property know as Elephant Hill should be shown as "Urban Neighborhood".
- The area to be designated as "Urban Neighborhood" includes all of APN 8707-020-001 and a portion of APN 8707-020-008.
- Un-designated areas (gray in color) located along the southern border of the City should be shown as "Residential Neighborhood".
- The designation of Cal Poly-owned land located between the railroad lines should be shown as Special Campus or other designation consistent with the Campus Master Plan.

General Plan Land Use Map

Figure 2-7

Neighborhood Edge

The major vehicular corridors that traverse the City will have a role as edges to adjacent City neighborhoods. These 'edges' connect employment and mixed-use activity centers with each other, freeway interchanges, transit stations and Downtown. These edges will accommodate larger scale development that is more suitable for wider, more heavily trafficked roads and will function as buffers for residential neighborhoods behind them. Taking into account the built-out character of the City, the General Plan Update anticipates a reasonable amount of infill development along Pomona's major corridors, emphasizing streetscape improvements to add visual appeal and value, development continuity along the street edge, and buffering and compatibility with adjacent neighborhoods. Garey Avenue will play a prominent role as a major north-south City spine, with land use variation reflecting the diversity of place types and activity occurring along the corridor (Downtown, historic neighborhoods, freeway access, medical district, schools, etc.). Also, substantial portions of Mission Boulevard and Holt Avenue — the two major east-west corridors — have conditions ripe for conversion of commercial properties to uses such as multi-family residential and mixed use development, as market demand dictates.

Workplace District

The City's workplace districts, located at the eastern and western edges of Pomona, are generally separated from more mixed-use and residential areas of the City by railroad tracks, topography, freeways, or neighborhood/workplace edges. These districts are less intense than the workplace concentrations in the City's transit oriented districts and will see less change than these areas. As a result, they will continue to support regional business and light industrial buildings that are less compatible with residential neighborhoods. The type of development envisioned in each of these districts is tied to existing conditions and the various assets and constraints that are specific to each area. Overall, buildings in the workplace districts will be similar to conventional "office campus" formats. However, these buildings will be located to support a greater street presence, walkability, and opportunities for open spaces that foster interaction and innovation. Safe streets, bikeways and sidewalks will emphasize connectivity for commuter access and convenient use of business services, meeting facilities, and eating places in nearby activity centers.

Workplace District Edge

The edges of the City's workplace districts are intended to establish an appropriate relationship with the residential neighborhoods "across the street." These edges will consist primarily of moderately intense office, light industrial/ flex, and other workplace uses. These developments at district edges will have a greater emphasis on their street presence and reinforcement of street activity, particularly where they face onto boulevard segments and corridors. Where appropriate, these workplace district edges will also include a limited amount of new housing in formats that are adapted to wider roads and adjacent workplace buildings. However, in all cases, buildings within the workplace district edges will feature ample landscaping, "house scale" massing, and a level of architectural treatment that acknowledges their relationship to adjacent homes.

Open Space

The types of Open Space areas shown on the General Plan Land Use map include: Greenbelt; Park; Primary Corridor Streets with Enhanced Streetscape; and Secondary Corridor and Other Streets with Enhanced Streetscape. In addition, a proposed San Jose Creek Bicycle Trail is shown. The San Jose Creek Bicycle Trail is a segment of the proposed regional East West Bicycle Trail from Los Angeles Union Station to Claremont.

Special Campus: Civic Center

The City and County Civic Center that abuts the Downtown core will continue to serve as an important Downtown community anchor. Future infill, redevelopment, and streetscape improvements in and around City and County facilities will create opportunities to better integrate the Civic Center campus into Downtown, especially along Garey Avenue. New and improved pedestrian connections to and through the campus will help increase connectivity while encouraging new development near the Civic Center that can take advantage of the daytime activity and concentration of City/County services.

Special Campus: Lanterman Center

The Lanterman Developmental Center is a tranquil landscaped campus well-tailored to the developmental health services that it has historically provided to the community and region. The vegetated slopes along its northern, eastern, and southern edges naturally contain the campus setting. The planned future closure of this facility creates the opportunity for its reuse/redevelopment as a mixed-use village environment focused on a new Metrolink station on its western edge. Strong potential also exists for synergistic development with Cal Poly and activities and businesses that benefit from campus and transit proximity, though barriers to circulation created by the train tracks will need to be addressed. Redevelopment of this area should preserve significant amounts of land for open space and recreation, and will consider the potential for preservation or sensitive renovation and re-use of the facility's distinctive structures.

Special Campus: Cal Poly Pomona

Activity centers play important social and operational roles near universities by providing places for meeting and exchange, daily meals, shopping, and obtaining services. These roles are often filled by adjacent campustown-style development or a nearby successful Downtown. However, the fact that most of the Cal Poly campus is located outside of Pomona's borders has limited development of such an activity center: no campustown exists and Downtown does not yet advantageously connect or interact with the Cal Poly campus.

In addition to improved transit connections between Cal Poly and Downtown, significant potential exists for a thriving new transit oriented district anchored by a new Metrolink Station near Cal Poly and the Lanterman Center. The existing University Plaza shopping center at Temple Avenue and Valley Boulevard will continue to provide eating, retail, and convenience services near the campus. It may also eventually serve as the nucleus for a small walkable mixed-use "campustown" cluster serving Cal Poly, adjacent workplace blocks, future Lanterman Center infill / reuse development, and the new Metrolink

station. Should the 185-acre Cal Poly Spadra Farm property be considered for development, it too offers opportunities for highly desirable potential workplace and mixed residential uses.

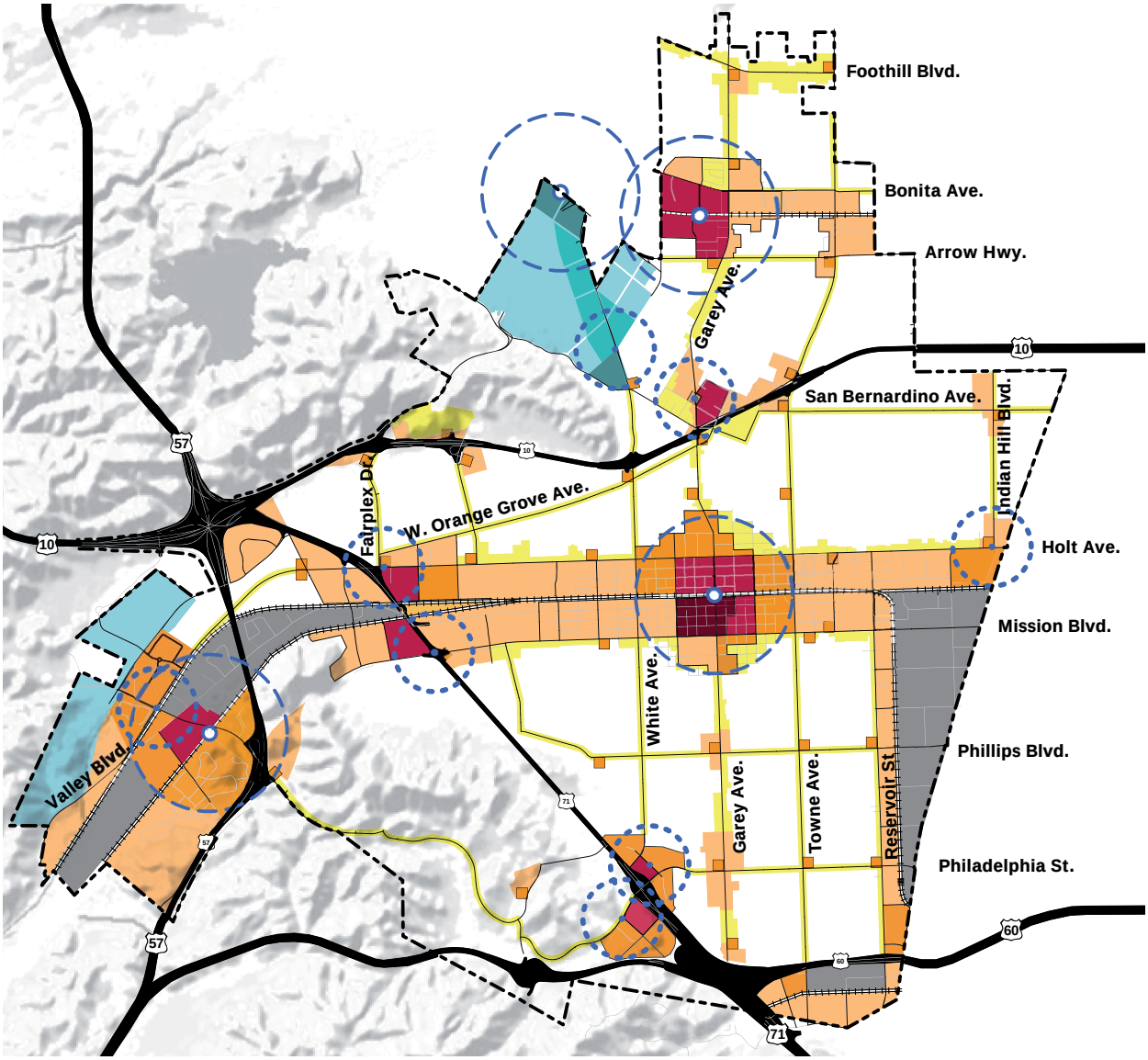
Special Campus: Fairplex

The Fairplex will continue to be characterized by regional attractions and event spaces. Large areas such as surface parking lots could provide complementary new commercial, visitor-serving entertainment, residential and public uses. A future Metrolink and/or Gold Line extension station would provide year-round, auto-free regional access. As a result, new development is to be as pedestrian- and transit oriented as possible.

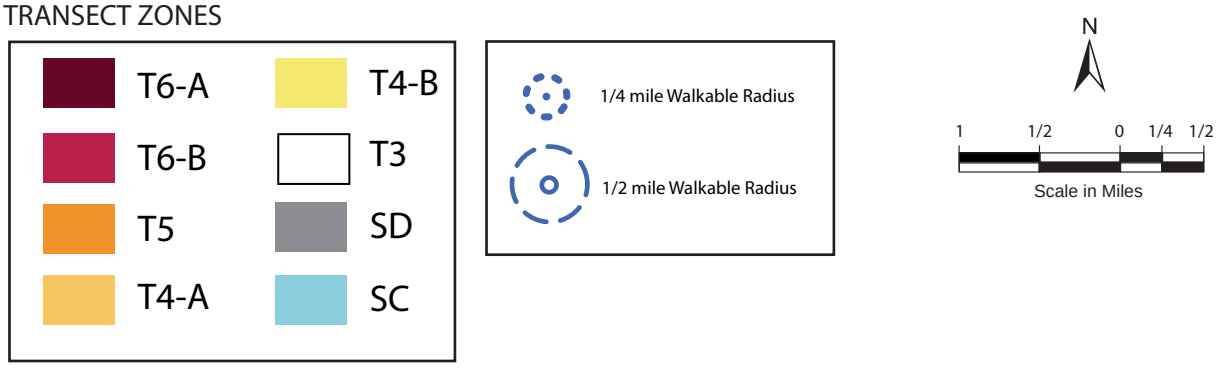
2.3.4 Land Use Distribution and Density

The most substantive changes to the General Plan Land Use map involve the establishment of land use density/intensity standards by transect zone. The "transect" is a system of classification for built environments, and uses the concept of place types that range from rural to urban. Each transect zone includes a range of development density/intensity, as well as maximum permitted heights and a mix of allowable uses. The principal aspect of transect planning is that it incorporates a variety of residential and commercial uses into a single neighborhood. A typical neighborhood would consist of a core that is mostly dominated by commercial uses, and would include a mix of residential uses that would decrease in intensity and density farther from the core. Every element of the built environment has a place in the transect.

Figure 2-8 illustrates the envisioned future pattern of intensity throughout the City by transect zone. Table 2-1 describes the range of density/intensity associated with each transect zone.



Source: Draft General Plan Update, Pomona Tomorrow, March 2011.



Future Pattern of Intensity by Transect Zone

Figure 2-8

Table 2-1

Transect Zone Density/Intensity

Zone	Maximum Density/Intensity
T6-A Downtown Core	Height: 2 floors minimum / 12 floors maximum Housing Density: 50 du/ac minimum / over 100 du/ac maximum Typical Development Types: Attached "commercial block" buildings.
T6-B Typical	Height: 2 floors or 24 ft minimum / 6 floors maximum Housing Density: 20 du/ac minimum / 100 du/ac maximum Typical Development Types: Attached "commercial block" buildings including new multi-story workplace and industrial buildings in transit oriented districts. Stacked housing with boulevard scale buildings highlight Holt Ave. and Mission Blvd. and some townhomes along district edges
T5 Typical	Height: 6 floor maximum Housing Density: 80 du/ac maximum Typical Development Types: Some mixed use buildings or sites featuring ground floor shopfronts in activity centers. A mix of building types compatible with larger scale multi-family housing as well as townhomes. Smaller scale multifamily housing limited to locations that are adjacent to stable residential neighborhoods.
T4-A Typical	Height: 4 floors maximum Housing Density: 70 du/ac maximum Typical Development Types: A mix of building types compatible with medium scale multi-family housing as well as townhomes, and other smaller scale multifamily housing in locations that are adjacent to stable residential neighborhoods. A wider variety of freestanding commercial and mixed-use building types in areas with less residential and greater use mix.
T4-B Neighborhood Edge	Height: 3 floors maximum Housing Density: 40 du/ac/ maximum Typical Development Types: Grand scale buildings. Development is compatible with medium scale multifamily housing and townhomes in areas envisioned to have a more residential character. Grand scale development is more commercial in character and disposition in areas envisioned to have more commercial or mixed-use character.
T4-B Secondary Corridors	Height: 3 floors maximum Housing Density: 30 du/ac maximum Typical Development Types: Medium to small scale grand boulevard building types including townhomes, multiplexes, and some detached single family homes. In some cases, sensitively designed and explicitly compatible office buildings.
T4-B Residential Transition	Height: 3 floors maximum Housing Density: 20 du/ac maximum Typical Development Types: The full range of housing types (single family detached, attached and multifamily) with form regulations to ensure compatibility with adjacent lower density development.
T3 Typical	Height: 2.5 floors maximum Housing Density: 20 du/ac maximum Typical Development Types: A variety of small scale, primarily single family housing types as well as limited attached housing types (such as townhomes and multiplexes) that are sensitively designed and explicitly compatible with adjacent homes.

Table 2-1

Transect Zone Density/Intensity

Zone	Maximum Density/Intensity
SD Special Districts	Height: 9 floors & 100 ft maximum Housing Density: n/a Typical Development Types: A variety of functional workplace and industrial buildings including multi-story developments.
SC Special Campuses	Subject to Review

du/ac = dwelling unit per acre

2.3.5 Mobility and Access

The Mobility & Access Component identifies long-range transportation policies and goals for moving people and goods in and around Pomona. It addresses bicycle, motor vehicle, pedestrian, public transit, and freight movement, as well as a range of public safety, environmental, and social equality issues associated with transportation.

Existing Roadway System

The five major freeways serving the Pomona sub-region provide primary regional access to and from the City. The San Bernardino Freeway (Interstate 10) and the Pomona Freeway (State Route 60) provide east-west access to Pomona from Santa Monica and Los Angeles to the west, and Ontario, San Bernardino and Riverside to the east. The Foothill Freeway (Interstate 210) provides an additional east-west connection to the north of Pomona, extending west to Pasadena and the San Fernando Valley. The Corona Expressway (State Route 71) and Orange Freeway (State Route 57) provide connections with Corona and Orange County.

In addition to the five freeways serving the City, Pomona has an extensive street network that is primarily based on a grid, with several major north-south and east-west roadways interlaced with a system of intersecting minor streets.

The General Plan Update does not envision substantial changes to the existing roadway network. However, based on 20-year projections from the Regional Transportation Demand Model, there are 8 intersections that, without improvements, may experience reduced level of service (LOS) during peak circulation periods in the future in addition to the six intersections already operating at reduced LOS.

Traffic operations are a particular concern on the corridors of Holt Avenue/Valley Boulevard, Mission Boulevard and Garey Avenue. Specific improvements to most of the intersections with potential to fall below acceptable LOS as well as related corridor-wide related improvement strategies will be identified by a more specific planning effort for the corridors focus areas (see Corridors Specific Plan). Table 2-2 lists improvements currently planned for intersections outside of the corridor focus areas.

Table 2-2 Intersection Improvements

Intersection	Description of Improvements
San Bernardino / Indian Hill	Install crosswalk treatments
Valley / Temple	Provide two SB right turn lanes and two SB left turn lanes from Valley to Temple. Provide WB right-turn lane from Temple to Valley. Install high-visibility crosswalk treatments and pedestrian refuge(s).

The City will also consider developing a program to consistently identify appropriate traffic calming measures throughout Pomona. This program would allow the City to explore traffic calming strategies that add physical design features to the traveled way in an effort to control vehicle speeds, moderate driver behavior, and improve general safety for all street users. The program would include creation of an appropriate "toolbox" of traffic calming measures for specific circumstances and guidelines for their installation. Examples of traffic calming tools include traffic circles, curb bulbouts, pavement material changes, narrower roadway widths, on-street bicycle lanes, and parking lane striping.

Because Pomona has a well-established street grid that provides a range of travel route options, it may be feasible to reduce the number of travel lanes to "calm" traffic and accommodate bicycle lanes, on-street parking, wide medians, wide sidewalks, and/or other streetscape improvements along streets with four or more travel lanes that carry traffic volumes of less than 22,000 vehicles per day. Portions of the following streets may be potential candidates for "road diets" based on existing traffic volumes:

- 9th Street
- Bonita Avenue
- East End Avenue
- Fairplex Drive
- Garey Avenue
- Mission Boulevard
- Orange Grove Avenue
- Philadelphia Street
- Rio Rancho Road
- San Antonio Avenue
- Temple Avenue
- Towne Avenue
- White Avenue

Public Transit

Public transportation in Pomona consists of both bus and rail service. Foothill Transit, Omnitrans, and Los Angeles County MTA buses all operate within the City. In addition, there are two Metrolink commuter rail stations, one of which also serves as an Amtrak station. The General Plan Update establishes a development pattern intended to support a variety of transportation options by clustering intensity and a mix of uses near transit stations and along transit corridors. In addition to Pomona's efforts to increase transit use, the transit agencies that provide service in the City have planned service and infrastructure improvements. These include the following:

- High Speed Rail: The proposed statewide high-speed rail system planned by the California High Speed Rail Authority includes an alignment that could connect Pomona, with San Diego, Los Angeles, Sacramento and the San Francisco Bay area with trains traveling up to 200 miles per hour.

- Metrolink Stations: The City will coordinate with Metrolink to locate a rail station near Cal Poly and the Lanterman Center. The City will also consider the possibility of relocating the North Metrolink rail station closer to N. Garey Avenue.
- Metro Gold Line Extension: The Metro Gold Line is a light rail transit system that currently runs with high frequency between Union Station in Downtown Los Angeles and Pasadena. Extension of the line to Azusa is currently under construction and planning is underway for the extension through Pomona to Montclair. Ultimately, the line is expected to terminate at Ontario Airport. Two stations are anticipated to provide service to Pomona. The first station is in LaVerne, just outside Pomona's city limits providing access to the northern portion of the Fairplex. The second station will be adjacent to the North Metrolink station.

Pedestrian Circulation

Pomona has a comprehensive network of sidewalks in most parts of the City. However, particularly outside of the central district, gaps in the sidewalk network, long crossing distances on wide arterial roadways, lack of marked crosswalks, and longer blocks with lack of street connectivity often make walking difficult. To make the pedestrian experience safer and more enjoyable in Pomona, the General Plan Update establishes policies related to the provision of pedestrian amenities, installation of crosswalks and funding of pedestrian-related improvements, including streetscape improvements.

Bicycle Circulation

The City identifies bicycle facilities as important forms of transportation and recreation noting that the size, topography and climate of Pomona make it an ideal city for bicycling. The General Plan Update envisions development of a comprehensive City-wide bikeway network, a major aspect of which is the Citrus Regional Bikeway. The Citrus Regional Bikeway proposes to parallel the Metrolink rail tracks through Pomona and briefly follow Santa Fe Street near the North Pomona Metrolink station. The City recently developed the Pomona Active Transportation Plan, which includes a Bicycle Master Plan. In addition, the General Plan Update includes policies aimed at encouraging or requiring the provision of bicycle parking, particularly as new development occurs.

2.3.6 Economic Development

The Economic Development Component contains new policies related to enhancing the economic character/condition of the City. To better position Pomona for socio-economic success, the General Plan Update establishes the following strategic priorities:

1. Make the most of value already in place and tailor policies that adequately consider existing conditions
2. Make Downtown the centerpiece of the Plan
3. Encourage redevelopment and reinvestment in targeted change areas
4. Recapture lost retail spending

5. Deliver housing attractive to families and compact, 1 and 2 person households
6. Strengthen the jobs base and support the 21st century workplace environment
7. Remove potential barriers to new investment and economic prosperity
8. Ensure fiscal stability
9. Maintain pro-active City leadership
10. Pursue stakeholder partnerships and collaboration

The General Plan Update also establishes an economic indicator system, which will be used to track progress in key economic areas and will be integrated into the annual budgeting process.

2.3.7 Open Space Network

The Open Space Network Component outlines the City's plan for meeting the parks and recreational needs of its citizens over the next 20 years. It addresses open spaces for the purpose of parks and recreation, and the related open space character of public streets.

The City's Future Open Space Network (as illustrated in Figure 7-C.3 of the draft General Plan Update), will feature more open space that is better distributed throughout the City and is better connected. The General Plan Update proposes to add approximately 415 acres of parks to the open space system. Specific anticipated additions to the parkland system are shown in Table 2-3.

Table 2-3 Planned Additions to the Open Space Network

Location	Possible Focus	Approximate Acreage
Veteran's Park[a]	Soccer Fields	11
Washington Park[a]	Sports Complex	18.8
Civic Center[b]	TBD	9.0
Off Garey Ave b/w Grove St & Foothill Blvd	Ball fields	2.5
Holt Ave & St. Paul St.	Playground	1.6
Sherwood St b/w Aliso & Berkeley St	Playground	1.2
Park & Orange Grove Ave	Passive Park	1.76
Center Street	Downtown Plaza	0.4
Second & Gordon St	Downtown Plaza	0.3
Fourth & Gordon St	Downtown Plaza	0.3
Gordon St from 2nd to 3rd	Pedestrian walkway	1
First St Linear Park	Pedestrian walkway/ballcourts	3.6

Table 2-3 Planned Additions to the Open Space Network

Location	Possible Focus	Approximate Acreage
Second & Palomares St	Downtown Plaza	0.3
Lanterman	Hiking Trails, playground	300
Westmont Hill	Hiking Trails	100
1041 South White Ave	Playground	2
San Jose Creek Bicycle Trail	TBD	

[a] These two parks are already complete and have not been included in the calculation of additional acreage to be added by the General Plan Update.

[b] This project is an upgrade of an existing facility. Acreage has not been included in the calculation.

2.3.8 Conservation

The Conservation component provides policies for biological resources, air quality, water resources, slopes and drainage and agricultural lands. These policies establish the goal of enhancing and protecting the natural resources within and influenced by the City and reiterate Pomona's commitment to the reduction of water pollutants in surface runoff and decreases in transportation-related air pollutants.

The majority of the City of Pomona is developed; however, a few areas of undeveloped open space do exist in the southwestern (Phillips Ranch and Westmont Hills) and northwestern (Mountain Meadows and Ganesha Hills) portion of the City. Bordering the City are open areas within the Puente/Chino Hills to the southwest and the San Jose Hills to the northwest. These areas have retained native flora and fauna and are maintained as open space within the General Plan Update. In addition, the Conservation component contains policies requiring coordination with Los Angeles County to protect the East San Gabriel Valley Significant Ecological Area (SEA #6), a portion of which is located within the City, and to develop local regulations to protect areas within and adjacent to SEA #6, including the possibility of identifying this area with an overlay district in the Zoning Ordinance.

The Conservation component also addresses energy use in the City, indicating that the City will reduce Pomona's demand for energy by:

- Encouraging or requiring "green building" techniques, which reduce a building's energy use through efficient lighting, heating, and cooling; and
- Promoting compact, clustered, high density patterns of development, which reduces energy demand by reducing vehicle trips/trip length and by more efficiently utilizing energy for lighting, heating, and cooling.

In support of California Senate Bill 375 (SB375), which requires local communities to contribute to regional greenhouse gas emissions reduction targets for 2020 and 2035, the General Plan Update establishes a land use pattern that will reduce motor vehicle use and reduce the distance of necessary vehicle trips by locating residential uses with, or very near to, commercial, business and employment uses, and near transit stations. In addition, the City has prepared a draft Greenhouse Gas Emissions

Inventory and Energy Action Plan in order to proactively identify ways to reduce the City's greenhouse gas emissions and address climate change.

Also, while the City anticipates having a sufficient water supply to meet projected annual water demands through the year 2025, the higher density development patterns called for in the General Plan Update will reduce demand for water, primarily due to lower outdoor watering/irrigation needs. In addition, the City is considering developing and implementing a stormwater management program designed to ensure that as much stormwater as soil infiltration rates permit is accommodated on individual sites throughout the City. This will limit run-off generated by development and prevent harmful pollutants from being washed by stormwater runoff into the storm drain system.

The City Council Environmental Stewardship Subcommittee reviews many environmental issues that impact the City and surrounding areas. It is also preparing a Green Plan. This document will include a Citywide Green House Gases Inventory as well as programs and practices to guide Pomona in becoming a greener, greater city by focusing on:

- Energy Efficiency and Conservation
- Water and Wastewater Systems
- Green Building
- Waste Reduction and Recycling
- Climate-Friendly Purchasing
- Renewable Energy and Low-Carbon Fuels
- Efficient Transportation
- Land Use and Community Design
- Storing and Offsetting Carbon Emissions
- Promoting Community and Individual Action

2.3.9 Community Design

The Community Design component focuses is on citywide design issues to promote a positive image of Pomona to residents and visitors alike. These issues involve the design and integration of new residential development, the redevelopment and rehabilitation of the City's existing commercial base, and the preservation and enhancement of historic resources. Policies in the Community Design Component guide development of the physical form of the City from Pomona's Downtown to its residential areas and neighborhood centers and are based on the "urban transect" principle described in subsection 2.3.4. As a design principle, the urban transect focuses development intensity at places of activity, and the maintenance of more openness and greenery where neighborhoods border on natural open spaces. The character and function of an area is an extension of its place in the continuum of the transect – at centers of activity and intensity, blocks are smaller, denser and more walkable, and architecture shapes public spaces. Quieter outskirts have more greenery and developments are farther apart.

Within the Community Design component, the City places a high priority on elements of building form that ensure compatibility within the different areas of the transect, such as orientation, volume, relationship to the street, and architecture/massing. Also, addressing building form in the City's Zoning Ordinance will maintain and enhance the quality and livability of the community by ensuring that new (or renovated) buildings will be located near others of similar type throughout the City. In particular, as commercial developments are dominant within activity areas, transit oriented districts, mixed-use districts, workplace districts, and corridors, the Community Design component notes that it is important for building placement and design to complement the physical character of adjacent developments

(especially where uses are different), organize user and visitor movements to focus public activity and strengthen safety, and support positive street environments and district character. With regards to new residential development, the Community Design component emphasizes the importance of building scale, grain (size and spacing), pattern, relationship to the street, architectural detailing, and materials, as well as a variety of unit types and an abundance of street trees. The Community Design component notes that measures to maintain and enhance existing neighborhoods will include public actions, such as stricter control over building form and character and street or park improvements, as well as private actions related to building rehabilitation and renovation. Also, by minimizing the visual prominence of hillside development, the City will protect features such as ridgelines, grasslands, stands of trees, and individual mature trees that contribute to Pomona's natural beauty.

The Community Design component also includes a section on Sustainable Development. This section applies the City's strategy for Environmental Sustainability (Section 7-E. Conservation of the draft General Plan Update) to the site scale by identifying methods to promote sustainable development through environmentally appropriate site planning practices and "green building."

Lastly, the Historic Preservation section of the Community Design component addresses a variety of issues:

1. Preserving the City's important physical connections to the past;
2. Protecting existing historical and cultural resources;
3. Balancing the principles of historic preservation with the need for redevelopment and economic revitalization; and
4. Promoting the benefits of historic preservation through an increased historic tourism economy and reinvestment of individual property tax savings into historical properties.

2.3.10 Noise and Safety

This component addresses the environmental and man-made hazards affecting the City of Pomona. These include noise generation; crime; seismic, geologic and soils hazards; wildland fire; hazardous materials; and flooding. A discussion of Citywide emergency preparedness is included within this component.

The goals and policies contained within this component are aimed at reducing impacts to sensitive receptors. For example, the component contains a goal to minimize the effects of noise on public health and welfare. This goal is supported by a suite of policies aimed at addressing existing noise problems as well as minimizing future noise level increases. Another example comes under fire safety, where a suite of policies is provided which contains design guidelines requiring that fire safe building materials and fire retardant landscaping be used. Fire safety policies also recommend maintaining low residential densities in wildfire hazard areas. Goals and policies related to crime and gang prevention, seismic, geologic and soil hazards, hazardous materials, flooding and emergency preparedness are also included and are all aimed at reducing both existing and future impacts to people in Pomona.

2.4 CHARACTERISTICS OF THE PROPOSED CORRIDORS SPECIFIC PLAN

The overall goal of the Corridors Specific Plan is to orchestrate private and public investment activities along the Garey Avenue, Holt Avenue, Mission Boulevard, and Foothill Boulevard Corridors, and to support and promote the type of investment that will enhance the beauty and vitality of these primary commercial corridors. To accomplish this, the Specific Plan presents the community's vision for the evolution and continued growth of these corridors and establishes the primary means of regulating land use and development within the Specific Plan Area. The Specific Plan also contains a program of planned actions and investments that the community intends to implement over time, and as resources allow, to stimulate and to complement private investment along the corridors.

Because of their significant potential for change, the General Plan Update identifies the Garey Avenue, Holt Avenue, Mission Boulevard, and Foothill Boulevard Corridors as Focus Areas that "require specific planning and regulatory direction to guide projects to ensure that the [General Plan vision] is achieved." The Corridors Specific Plan implements the vision, goals, and policies established in the General Plan Update. The Development Code contained within the Corridors Specific Plan would replace previous land use and development regulations contained within the Pomona Zoning Ordinance for these portions of the City.

2.4.1 Specific Plan Area

The Pomona Corridors Specific Plan Area is composed of portions the Garey Avenue, Holt Avenue, Mission Boulevard, and Foothill Boulevard Corridors. These areas are described below and shown in Figure 2-4.

Garey Avenue Corridor

This portion of the Specific Plan Area includes properties along both sides of Garey Avenue from the County Road intersection near the SR-60/SR-71 interchange to the south to the Foothill Boulevard intersection to the north. The exception to this is a short stretch between I-10 and Penfield Street, where the corridor is limited to the west side of the road.

Holt Avenue Corridor

This portion of the Specific Plan Area includes properties along both sides of Holt Avenue from the Fairplex Drive intersection near SR-71 to the west to the Indian Hill Boulevard intersection and the City limits to the east.

Mission Boulevard Corridor

This portion of the Specific Plan Area includes properties along both sides of Mission Boulevard from the SR-71 interchange to the west to the Reservoir Street intersection to the east. It also includes the Mission Boulevard right-of-way only between Reservoir Street and the eastern City limits.

Foothill Boulevard Corridor

This portion of the Specific Plan includes properties along the both sides of Foothill Boulevard from Williams Avenue to North Towne Avenue. It also includes a 0.3-mile long piece along the south-side of Foothill Boulevard extending westward from Williams Avenue, which is within the City limits.

Plan Area Expansion Zones

Some properties between West Holt Avenue and West Mission Boulevard near SR-71 as well as along East Mission Boulevard between Reservoir Street and the eastern City limits may be eligible to be added to the Specific Plan Area as an expansion of development oriented to the corridors.

2.4.2 Organization of the Specific Plan

The Pomona Corridors Specific Plan is organized into three mutually reinforcing "Books" or primary sections. Book I: Community Intent describes the community objectives that the Specific Plan is intended to achieve and the primary means by which the community intends to support the emergence of those desired outcomes. Book II: Development Code establishes the primary means of regulating land use and development on properties located within the Plan Area. Book III: Public Improvements describes the planned investment of City resources and infrastructure needs to stimulate, promote and support the desired growth and change in the Plan Area. In addition to these three primary sections, additional existing conditions, community outreach, and technical analysis information upon which the Specific Plan is founded is located in the appendices.

2.4.3 Proposed Specific Plan Development Pattern

The intention of the Specific Plan is to transform the identified corridors from undifferentiated commercial strips to a pattern of centers and segments. As a result, there will be periodic clusters of shops, activity, mix, and intensity known as centers interspersed with longer linear portions distinguished by cohesive building types, frontage landscaping, and emerging market focus, i.e. segments.

Within the Specific Plan, the following types of centers and segments are envisioned and described:

- Downtown Core and Transit-Oriented Districts will offer community services as well as commercial goods and services that cater to the entire City and surrounding region, be places of focal activity, be served by comfortable walking streets, transit service, and be set amidst a mix of homes, offices, hotel rooms, and active ground level shopping and entertainment venues.
- Neighborhood Centers will be compact clusters of more local, convenience oriented retail and services that cater to the needs of neighborhoods within a short walk, drive, or bike ride.
- Downtown Gateway, Workplace Gateway, City Gateway Segment, and Midtown Segments will focus on a synergistic and compatible mix of workplace, commercial, and medium-density residential uses that orient front doors and public facades onto the corridor. These segments will buffer the existing neighborhoods behind and balance drivable and walkable access.
- Neighborhood Parkway Segments will present a similar but lower-profile mix of corridor uses (including "sides" of developments as well as fronts, facing the road), together with stronger

front yard landscaping – putting more emphasis on buffering the edges of the adjacent neighborhoods.

The location of each of the planned segments and centers is shown on Figure 2-9. Existing conditions, the proposed planning approach and specific revitalization strategy for each of the planned segments and clusters are described in the following sections.

2.4.4 Downtown Core

The Downtown Core generally occupies the block fronts facing onto Second Street between Main Street and South Gibbs Street (comprising the heart of the Arts Colony and Antique Row) as well as onto Garey Avenue between Mission Boulevard and Second Street. The Core consists mostly of multi-story urban buildings located at the back of sidewalk, many with ground floor shopfronts, but several others with blank street walls and a number of exposed surface parking lots.

The Core area is anchored by the Fox Theater in the center, the Downtown Metrolink station and overpass to the north, the Western University of Health Sciences to the east, and the Civic Center to the south. A mix of in-line retail shops, restaurants, and entertainment venues is distributed throughout the core in addition to banks and other financial and personal service uses. The architecture is a blend of early 20th century commercial block brick buildings and several more modern designs, including Second Street's historic pedestrian mall streetscape (ca. 1962) and a few "modernized" shopfront façades which may conceal original architectural details underneath.

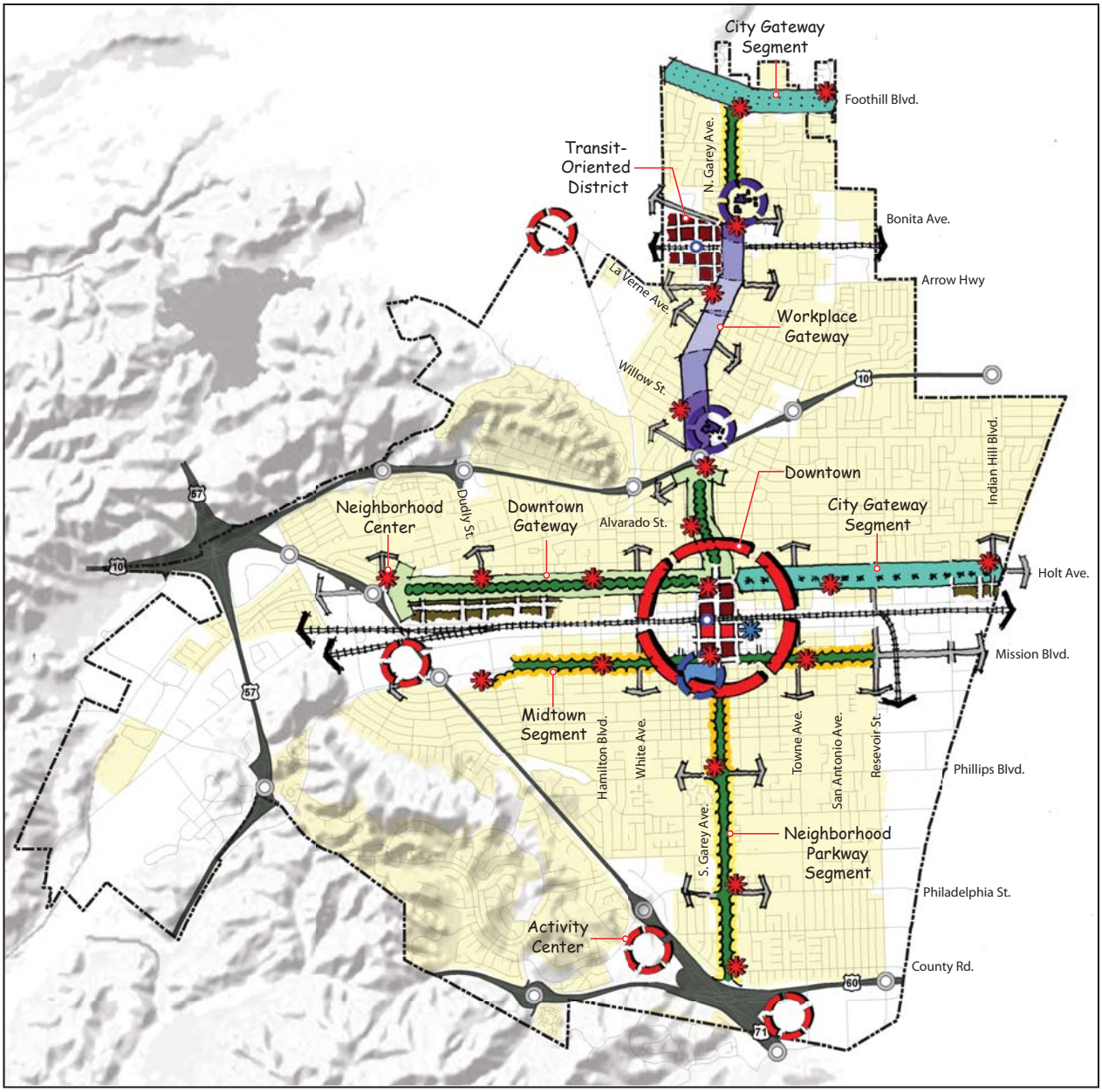
The planning approach for the Downtown Core includes:

- Promoting the continued evolution of Downtown and its Core into a vibrant mixed-use urban shopping district.
- Facilitating 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.
- Providing programs and policies to stimulate further investment in downtown housing as a key to visitor appeal and district success.
- Maintaining a "captive audience" consisting of the downtown resident population so that outside customers will feel they are visiting a successful place.

The district revitalization strategy includes:

- Designation of this area as a special district characterized by convenience and urban vitality.
- Focusing special entitlements in this central area for additional city-oriented retail, eating, and entertainment venues with an emphasis on daytime and nighttime "anchors" of activity that complement the existing anchors.
- Programming and hosting a stream of special events that use downtown buildings, plazas, and streets to draw in residents and visitors.
- Ensuring the retention of this area as an activity node by requiring ground-level activity-generating uses along core portions of Second Street and Garey Avenue.

- Supporting retail's success and avoiding spreading retail activity too thin by maintaining entitlements for dense, creatively designed urban living, working, and lodging on blocks surrounding the retail core.
- Implementing development standards that require future development to orient primary entrances and ground-floor display windows to existing and new walking streets featuring comfortable sidewalks and attractive landscaping.
- Investigating and pursuing longer term street improvements and especially transit facilities to provide increased convenience and accessibility to this emerging city and regional center.



Source: Pomona Corridors Specific Plan, Figure 1.5.

Planned Segments and Centers

Figure 2-9

2.4.5 Transit Oriented Districts

In addition to the widest variety of property and development types, the Transit-Oriented Districts contain some of the largest assembled properties in the Plan Area. Their transit access is from present and future commuter rail stations and/or bus service. Several of those large properties currently have a low intensity of development and, given their valuable locations, likely targets for new investment. Included in this category are the: Downtown Transit-Oriented District, North Metrolink Transit-Oriented District, Holt Avenue & Indian Hill Boulevard site and Holt Avenue/SR 71.

The Downtown Transit-Oriented District extends as far as ½ mile from the Downtown Metrolink Station. This area contains the widest variety of property shapes, sizes, and development types in the City, with everything from single family homes to mid-rise commercial block buildings. However, the tallest buildings are clustered in a relatively small area surrounding the Downtown Core (see previous discussion). This area also contains the most complete and connected street network grid in the City and is mostly intact from the City's original platting. Downtown contains a large number of vacant properties and large surface parking lots which, given their valuable location, are likely opportunity sites for new investment.

Due to surrounding existing single family residential neighborhoods, the North Metrolink Transit-Oriented District is smaller than Downtown, generally confined to about ¼ mile from the train station. Development consists primarily of lowrise light industrial and flexible workplace buildings. Streets often have narrow or no sidewalks and are fronted on by featureless building facades, parking lots, loading areas and landscaped strips, combining to create poor walking conditions. A substantial portion of these buildings are older with large footprints. This area contains some of the largest assembled properties within the Specific Plan Area. Several of those large properties currently have a low intensity of development and, given their valuable locations, are likely targets for new investment.

The Holt Avenue and Indian Hill Boulevard Site contains several educational facilities, including the Pueblo Middle School and Village Academy High School as well as the Indian Hill Mall Swap Meet. It is an assemblage of properties located at the major intersection of Holt Avenue and Indian Hill Boulevard, which is also an important City Gateway. The site size and relatively low site coverage make this area an opportunity for incremental infill development in the short term, or large scale redevelopment in the long term.

The Holt Avenue/SR 71 area consists of a concentration of low rise, light industrial and flexible workplace buildings extending south from Holt Avenue to the train tracks, generally between North Lewis Street on the east and the Holt/SR-71 interchange on the west. It has excellent SR-71 access and is positioned along the "gateway" corridor leading to Downtown. Developments closer to Holt Avenue appear better maintained and landscaped, while properties closer to the railroad tracks contain heavier industries and lower value development. Many of these buildings are vacant and nearby sites have already undergone a change in use and development format (some including housing), providing indication that that this location is positioned for new investment and change of development types.

The planning approach for the Transit Oriented Districts is focused on facilitating the restructuring of these areas into a more well-connected and pedestrian-friendly pattern of buildings, streets, and public spaces as new development occurs.

The district-specific revitalization strategy includes:

- Placing a high priority on promoting redevelopment of the large properties with low intensity of development in these transit-oriented areas, taking advantage of their proximity to Metrolink stations, potential future Gold Line and bus rapid transit service, freeway access points, and other valuable city assets such as the downtown retail core, Civic Center, Western University of Health Sciences, and Casa Colina.
- Ensuring that new investment creates a pattern that promotes better connectivity for students, employees, shoppers and residents by providing smaller blocks with buildings oriented to attractive walking and bicycling streets and transit access.
- Facilitating higher intensity building types and a mix of uses with entitlements permitting a wide range of uses and greater building heights than is typical for most of the city.
- Requiring minimum development intensities in order to generate significant activity and sufficiently support transit.
- Leveraging transit infrastructure to add to the attractiveness of these areas by partnering with state, regional, and local transit agencies to make increasing use of trackways and bus routes, and to enhance the visibility and accessibility of Metrolink Stations and other major transit stops to a wider variety of transportation modes and higher volume of service.

2.4.6 Downtown Gateway Segments

These segments include West Holt Avenue from the SR 71/SR 57/I-10 interchange to its intersection with Garey Avenue and Garey Avenue from I-10 to its intersection with Holt Avenue just north of Downtown. They generally consist of properties containing older small scale, low-rise strip commercial development. These segments lack a clear identity, with many individual developments currently developed below the intensity called for in the draft Plan.

The planning approach for the Downtown Gateway Segments is focused on converting these segments into gateway "Grand Boulevards" with more pedestrian-oriented and distinctive building types and site treatments, as well as increasingly efficient land use.

The segment-specific revitalization strategy includes:

- Implementing capital improvements supported by policy tools to catalyze short term feasible development types within these highly visible and valuable corridor segments.
- Reducing the temptation for properties to attempt to compete with locations more advantageously positioned for community retail.
- Discouraging the development of strip retail in this segment in favor of higher value housing with compatible office and lodging.
- Ensuring that new development contributes to the emergence of a more attractive street environment by specifying landscaping improvements that extend from building facades to the existing back-of-curb.

2.4.7 Workplace Gateway Segments

This segment extends from I-10 to Bonita Avenue north of the North Metrolink railroad crossing. In addition to its proximity to I-10, the segment contains two primary assets. First, the North Metrolink Station (and potential future Gold Line Station) supports demand for compact, clustered, and higher intensity housing and workplace uses. Second, the PVHMC and Casa Colina, along with their associated medical services clustered nearby, create an economic niche that is not in competition for retail shoppers. They generate significant local activity and potential customers for convenient hospital-related services.

The planning approach for the Workplace Gateway Segments is aimed at facilitating a medium-term transition to uses more focused on nearby neighborhood populations and medical anchors, featuring development types with a more pedestrian-oriented and distinctive building character and site treatments that reinforce a more attractive and comfortable pedestrian environment as well as increasingly efficient land use.

The segment-specific revitalization strategy includes:

- Employing policy tools to emphasize this segment's difference from more typical strip commercial segments.
- Reducing the temptation for properties to attempt to compete with those more advantageously located for community retail.
- Discouraging the development of strip retail in this segment, in favor of neighborhood-serving and hospital-serving retail and services.
- Encouraging corner/crossroads located retail, office, and office medical uses that take advantage of proximity to the hospital and its related cluster of medical services.
- Adding entitlements to allow infill residential uses throughout the segment.
- Ensuring that new development contributes to the emergence of a more attractive street environment by specifying landscaping improvements that extend from the fronts of buildings to the existing back-of-curb.

2.4.8 City Gateway Segments

The City Gateway Segments include East Holt Avenue and Foothill Boulevard. East Holt Avenue from Garey Avenue to the eastern City limits contains a relatively stable concentration of commercial uses, consisting primarily of "medium box" commercial sales and services with auto- and construction-related supply and service tenants. Similar to the western segment of Holt Avenue and many of the City's other corridors, this segment is also characterized by smaller and shallower properties that constrain large scale redevelopment potential as well as the ability to make use of some portion of property frontages for improvements to enhance their economic viability. The existing stability of the retail properties combined with the existing constraints of property configurations is likely to limit the magnitude or range of change in this segment, particularly in short- and medium-term timeframes.

Despite not being immediately adjacent to freeway access, Foothill Boulevard sees some of the highest volumes of traffic in the City, making this segment highly visible to a wide population of potential customers and supporting some of the most well-established retail development in the City. The result is a relatively consistent and stable pattern of commercial uses along this segment in a mostly auto-oriented

format. Where most other corridor segments in the Plan Area are characterized by small and shallow property configurations that limit redevelopment potential, Foothill Boulevard features a wide range of large and medium scale properties. The larger scale of the properties combined with their visibility and access is likely to result in ongoing investment and intensification of this portion of the City.

The planning approach for the City Gateway Segments encourages the gradual transition of these segments to more pedestrian-oriented and distinctive building types and site treatments, as well as increasingly efficient land use.

The segment-specific revitalization strategy includes:

- Employing policy tools to support continued investment in a wide range of city-oriented retail and services and retain features that provide visibility and access from the corridors.
- Directing new investment away from purely auto-oriented property development formats towards those that are additionally supportive of pedestrian activity and more flattering to the identity of the corridor and the City.
- Provide entitlements for mixed-use development to encourage a gradual increase in land use efficiency.
- Requiring new development to contribute to the emergence of a more attractive street environment by extending required new improvements to the existing back-of-curb.

2.4.9 Midtown Segments

The Midtown Segments along Mission Boulevard, North Garey Avenue and South Garey Avenue are unique among the segments of the Specific Plan Area. They contain significant amounts of residential development, much of which is stable and of moderate to high value. These residences also add value to each other in locations where they have maintained consistent blocks of exclusively residential use and character. Interspersed among these is a mix of other uses.

The planning approach for the Midtown Segments is focused on transition and preservation in these areas.

The segment-specific revitalization strategy directs infill and redevelopment in this area using plan regulations to primarily replicate and subtly improve upon the best features of the existing pattern.

2.4.10 Neighborhood Parkway Segment

The only Neighborhood Parkway Segment extends along Garey Avenue from the SR-60/SR-71 interchange to Phillips Boulevard. This segment is characterized by a significant amount of housing interspersed with aging commercial strip development and vacant land. The residential developments are generally well protected from the wide thoroughfare by wide front yard landscape buffers, decorative walls, and/or by virtue of the developments' orientation toward side streets. The streetscape in this segment has been previously improved with a "Palm Boulevard" streetscape with an added center median that is heavily and attractively landscaped with large canary island date palms and small trees, and with sidewalks under a canopy of shade trees.

The planning approach for the Neighborhood Parkway Segment is focused on transition and preservation of this area.

The segment-specific revitalization strategy aims to shape new public and private investment into formats that can be associated with the surrounding residential neighborhoods. Because housing will be a strong element of growth and investment, this segment's best chance for revitalization is to employ capital improvements that incentivize private developments to become increasingly associated with the adjacent residential neighborhoods. In order to maximize the likelihood of new investment in this segment, a wider range of land uses will be permitted than in the adjacent, exclusively residential neighborhoods. In addition to residential development, office, lodging and limited instances of neighborhood-serving retail will be permitted. In order to ensure that new investment continues to strengthen the imagery of the neighboring Midtown segment, all development (outside of the neighborhood retail centers) must be required to provide the front setback landscaping, as well as the streetscape improvements that are essential to the increasing identification of this segment as a residential neighborhood edge.

2.4.11 Neighborhood Centers

Clusters of conveniently located neighborhood shopping centers (some anchored but mostly unanchored) are currently distributed throughout corridor segments of nearly all the types described. All of these shopping centers are one-story, surface-parked, and consist of exclusively commercial uses.

The planning approach for the Neighborhood Centers includes retaining these centers and encouraging the eventual transition of Neighborhood Center properties to greater land use efficiency and mixtures of complementary uses.

The segment-specific revitalization strategy includes:

- Focusing primary entitlements for neighborhood-serving retail & services in these locations and limiting entitlements for highly visible anchored and clustered retail in segments in between these centers.
- Providing entitlements for intensification with vertical or limited horizontal mix of housing, office, and/or lodging in order to encourage maximum efficiency of land use and a less exclusively auto-oriented type of development.
- Ensuring that new development contributes to the emergence of a more attractive street environment by specifying new landscaping improvements that extend from the right-of-way line to the existing back-of-curb.

2.5 CHARACTERISTICS OF THE PROPOSED ACTIVE TRANSPORTATION PLAN

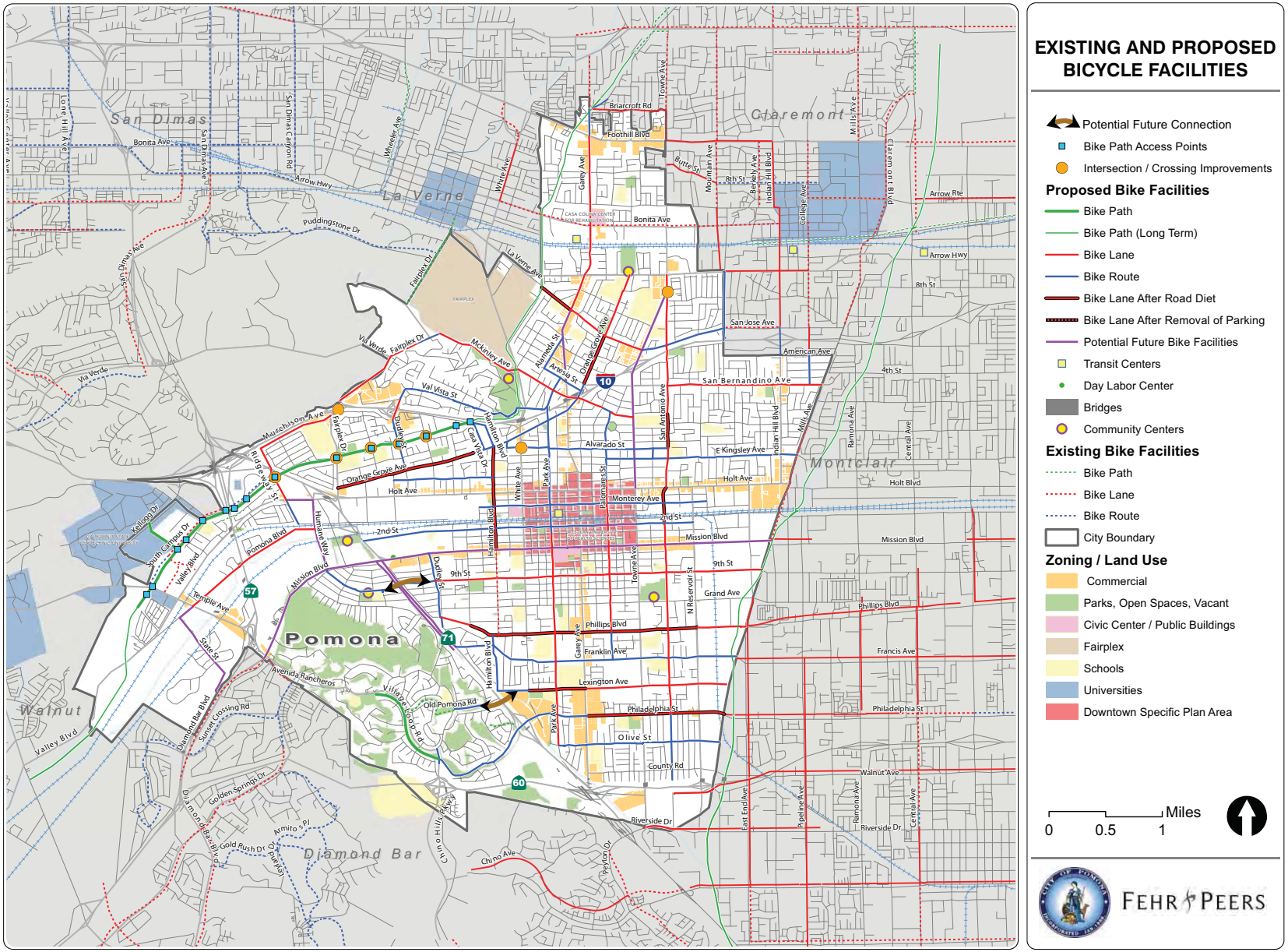
The ATP proposes a system of bikeways connecting neighborhoods to key activity centers throughout the City, developing support facilities, such as bike parking, and education programs, and identifying recommendations for improving bicyclist safety. The ATP satisfies the requirements of the California Bicycle Transportation Act, granting the City eligibility for Bicycle Transportation Account (BTA)

funding through the California Department of Transportation (Caltrans) for any of the bicycle improvements identified in the ATP. The ATP also contains detailed recommendations for improving pedestrian safety and comfort at intersections and for prioritizing the installation of sidewalks where they do not currently exist.

The ATP is laid out as follows:

1. Introduction
2. Existing Policy Framework: Summarizes the key plans, programs, policies and other planning documents that will be affected and may affect the recommendations and implementation of the Bicycle Master Plan.
3. Existing Conditions: Discusses the existing local conditions relevant to bicycling and walking, including land use patterns and commuting statistics. This section also includes a variety of bicycle-specific information required for BTA compliance.
4. Proposed Bicycle Improvements: Establishes a menu of proposed network of bikeways and support facilities based on expressed needs, gaps in the existing network and key destinations and activity centers. This chapter also includes a map of the proposed network and provides a list of proposed projects based on City priorities.
5. Proposed Pedestrian Improvements: Provides location-specific improvements intended to enhance pedestrian safety and mobility.
6. Support Programs: Describes the bicycle and pedestrian safety and education programs in Pomona, and recommends additional programs or enhancements to improve the state of bicycling and walking in the city.
7. Funding and Implementation: Includes a phased implementation plan for bicycle projects based on community-input, project readiness, and connectivity. Provides planning-level cost estimates for implementation and maintenance of the proposed bicycle network. Potential funding sources are also identified. More detailed project descriptions are included for five high-priority projects, for use in grant applications.
8. Design Guidelines: Provides guidelines for the design of bicycle and pedestrian facilities, including on- and off-street bikeways, bicycle parking, pedestrian crossings, signage and support facilities.
9. Appendices: Includes a summary of public input, segment by segment feasibility analysis; recommended Pedestrian Policies and Principles; and potential pedestrian improvements at various intersections in the City.

The future proposed bicycle network is shown on Figure 2-10.



Existing and Future Bicycle Network

Figure 2-10

2.6 CHARACTERISTICS OF THE PROPOSED GREEN PLAN

The proposed Green Plan is aimed at integrating sustainable design into all aspects of the City's operations. The Green Plan includes sections dedicated to the following topics:

1. Community strategies for land use and community design: Identifies specific goals, policies, and implementation actions that the City can undertake to achieve environmental sustainability by reducing greenhouse gas emissions related to urban sprawl and inefficient land use. This chapter provides an assessment of past and current plans and policies, identifies ongoing efforts, and establishes future strategies to meet the City's vision of a better environmental and energy future and an enhanced quality of life for its residents. This chapter also focuses on sustainable community design elements that can meet the City's vision for a greener and better future.

2. Community and municipal green building strategies. Buildings in the City may or are required to adhere to a wide range of plans, codes, guidelines, and performance rating systems. These include the Pomona General Plan, the Pomona Energy Action Plan (EAP), the California Green Building Standards Code (CALGreen), the County of Los Angeles Green Building Program, and the LEED building certification program. This chapter of the Pomona Green Plan expands on the green building requirements of CALGreen and complements the energy efficiency strategies presented in the Pomona EAP.

3. Community and municipal strategies for efficient transportation. The majority of the existing GHG emissions in the City today come from automobiles. This chapter provides an assessment of existing transportation conditions, identifies ongoing efforts to promote sustainable transportation systems, and establishes future strategies to meet the City's vision to maximize mobility and accessibility for all people in a sustainable manner.

4. Renewable energy and low-carbon fuels. This chapter identifies specific goals, policies, and implementation actions that the City can undertake to achieve higher energy efficiency while reducing its carbon footprint by providing an assessment of past and current plans and policies, identifying ongoing efforts for promoting the use of renewable energy and low-carbon fuels, and establishing future strategies to meet the City's vision of a better environmental and energy future while enhancing the quality of life of its residents.

5. Open space and carbon storage and offset strategies. The City recognizes the benefits associated with storing and offsetting carbon emissions. This chapter identifies a carbon emission storing and offsetting strategy, structured around seven goals, that focuses on tracking greenhouse gas emissions, preserving and enhancing the urban forest and other carbon "sinks," increasing support for local sustainable agriculture, and increasing participation in the market for carbon credits and allowances.

6. Water and wastewater management. The City has already identified and implemented strategies that have reduced City-wide water and energy consumption. This chapter of the Green Plan addresses further goals and actions that the City can incorporate to continue to reduce water and energy use and improve the quantity and quality of stormwater runoff.

7. Waste reduction and recycling strategies. The City currently has an 70 percent diversion rate citywide. The Green Plan's waste reduction and recycling strategy is focused on encouraging waste reduction and increased recycling in both community and internal (City) facility operations in order to conserve resources, save money, educate the community, and provide leadership and innovation in waste reduction. The Green Plan's strategies are organized by community and municipal policies, and represent a wide range of options that could be adopted by the City either in the near or distant future.

8. Climate friendly purchasing. The Green Plan's climate-friendly purchasing strategy is structured around five goals, primarily focused on supporting the community purchase of environmentally-friendly goods and services, strengthening the City's plans for purchasing environmentally-friendly goods and services, reducing overall energy and water consumption, and facilitating the purchase and usage of alternate fuel vehicles

9. Promoting community and individual actions. This chapter of the Green Plan identifies the specific goals, policies, and implementation actions that the City can undertake to achieve greater collaboration within the community and spur action from City residents and individuals to make the City greener. In addition it outlines ways in which the City can take on a greater leadership role by engaging collaborative partners, providing opportunities for public engagement, and achieving fiscal responsibility.

2.7 GROWTH UNDER THE GENERAL AND SPECIFIC PLANS

2.7.1 Population Growth

Based on the most recent SCAG growth forecast, Pomona's population will be approximately 197,400 people in the year 2035. This represents an increase of approximately 47,450 people (32 percent) from the estimated 2012 population of 149,950. Table 2-4 shows both current and forecasted population and housing information for the City.

Table 2-4 Current and Forecasted Population and Housing

	2012[a]	2035[b]
Population	149,950	197,400
Housing Units	40,715	48,900

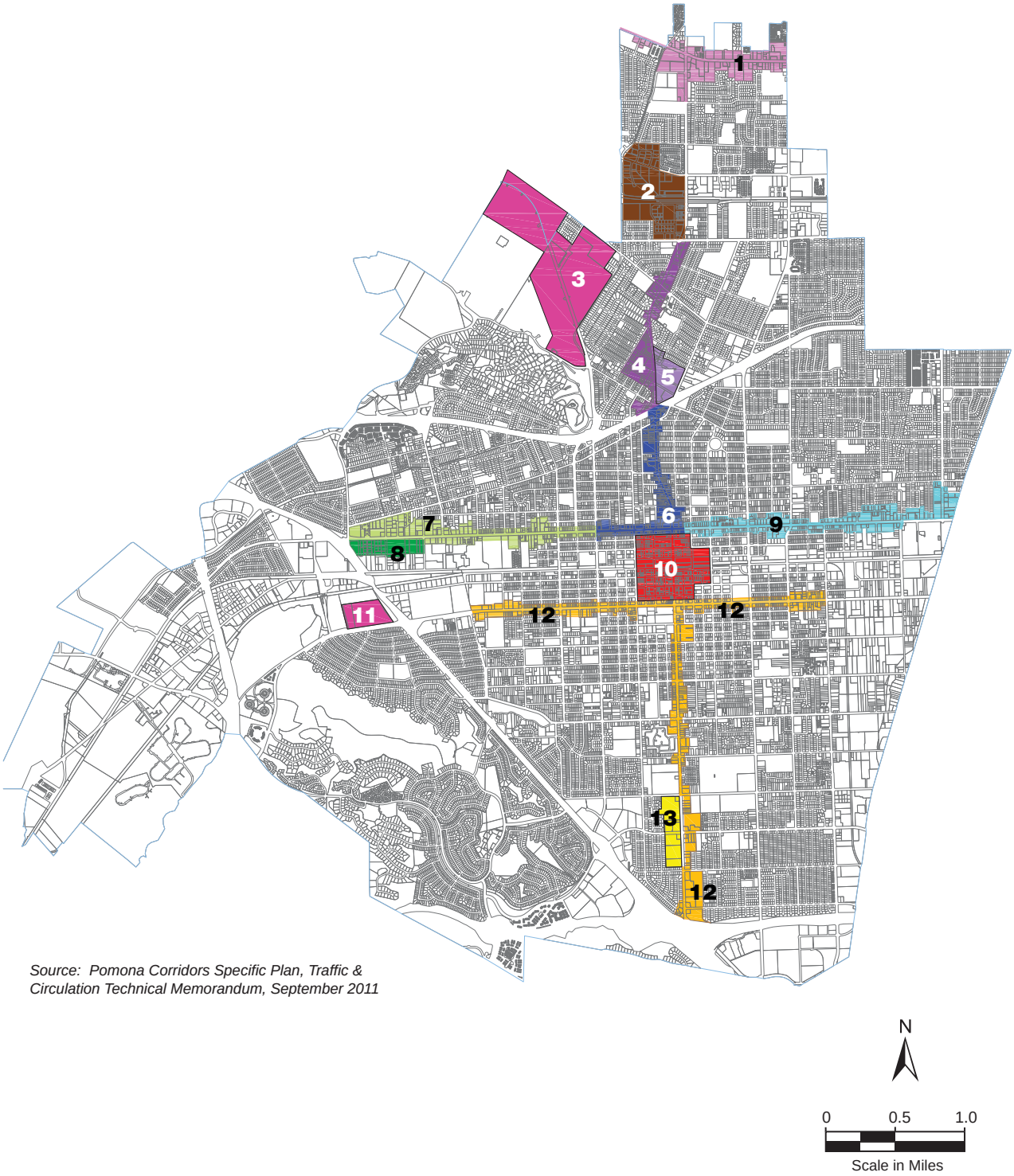
[a] *Source: California Department of Finance, E-5 City/County Population and Housing Estimates, 2012.*
[b] *Source: SCAG Population and Housing forecasts for 2035 (SCAG RTP 2012).*

During the lifetime of the General and Specific Plans, much of the population growth in the City is expected to occur within 13 Focus Areas, as shown in Figure 2-10. Of the 13 areas, all but the Fairplex, PVHMC and certain parts of Downtown are encompassed by the Corridors Specific Plan. Table 2-5 shows the estimated growth in residential dwelling units, which will be provided within these 13 areas, to accommodate some of the projected increase in population as well as the expected growth in retail and office space.

Table 2-5 Estimated Growth Within 13 Focus Areas

	Estimated Current Floor Area or Units				Total in 2035 Floor Area or Units			
	TH (DU)	MF (DU)	Retail (KSF)	Office (KSF)	TH (DU)	MF (DU)	Retail (KSF)	Office (KSF)
Area 1: Foothill	102	115	504	89	231	508	504	89
Area 2: N. Metrolink TOD	0	0	28	85	240	1,850	154	201
Area 3: Fairplex	0	0	0	700	0	0	500	700
Area 4: N. Garey (I-10 to Metrolink)	2	0	158	124	202	100	158	159
Area 5: PVMHC	0	0	0	208	0	0	0	516
Area 6: N. Garey (DT to 1-10)	10	5	186	343	209	105	186	343
Area 7: W. Holt	110	56	329	477	1,015	56	329	477
Area 8: Holt / 71 TOD	5	0	0	205	43	350	0	205
Area 9: E. Holt	0	24	627	173	0	24	627	173
Area 10: Downtown TOD	1	30	187	394	1	1,400	218	394
Area 11: Mission/71	0	0	0	27	0	0	500	27
Area 12: Mission + S. Garey	139	90	585	393	1,313	90	585	393
Area 13: S. Garey + Philadelphia	0	0	153	17	220	550	153	17
Total Units/KSF	**369**	**320**	**2,757**	**3,235**	**3,474**	**5,032**	**3,914**	**3,695**

TOD: Transit Oriented District; DU = Dwelling Unit; KSF = Thousand Square Feet



Source: Pomona Corridors Specific Plan, Traffic & Circulation Technical Memorandum, September 2011

Potential Development Focus Areas

Figure 2-11

Based on the current number of residential units, the existing population in these areas is approximately 2,604.[1] Using the projections in Table 2-4, the population living in these areas by 2035 would rise to approximately 23,498 people,[2] accounting for nearly 44% of the expected growth in population for the City as a whole.

As shown in Table 2-5, more than half of the forecast residential growth in the identified high change areas will be in the form of multi-family units, with over 65% of the new multi-family residential units provided for within the Downtown and North Metrolink Transit Oriented Districts. The amount of Retail and Office land uses will increase by about 41% and 14%, respectively. The amount of retail provided in most areas will remain unchanged with the majority of new retail provided at the Fairplex (500 KSF) and in the area around the intersection of Mission Blvd and the 71 Freeway (500 KSF). In contrast, most of the 460 KSF of new office space will be concentrated in the area of PVHMC (308 KSF).

As discussed above nearly 44% of the growth in population in the City would be expected to occur in the 13 areas identified in Figure 2-11, with the remaining growth accommodated in other areas of the City. These areas include those identified as potential change areas on Figure 2-6 (Figure 5.1 of the draft General Plan Update), and in particular those that have the potential for change in the short (five years) to medium (10 years) terms. These areas include, but are not limited to:

- Cal Poly /Lanterman Center
- Area southeast of the 57/10 interchange
- Areas immediately northwest and immediately southeast of the SR-60/SR-71 interchange
- Area along the south side of Bonita Avenue
- Eastern Workplace District (area bounded by the railroad tracks and the City's eastern boundary)

A number of these areas are identified on Figure 8.2 of the proposed General Plan Update. These areas will be subject to their own specific planning process, which will guide the types and intensity of development in these areas consistent with the provisions of the General Plan Update.

Population Forecasts

According to SCAG's 2012 RTP/SCS growth forecasts, Pomona will have a resident population of 197,400 in 2035 (see Table 2-4). Implementation of the proposed General Plan Update and Corridors Specific Plan would facilitate this population growth by accommodating new residential development.

Population growth forecasts based on SCAG forecasts are the foundation of the analysis contained in this EIR. SCAG uses the BULA (Balance, Uncertainty, Latest, and Adaptive) approach in developing the regional growth forecasts. Based on this approach, the regional forecasts first maintain the Balance

[1] Assumes an occupancy rate of 3.780, sourced from the average person per household occupancy rate for Pomona from Table E-5, California Department of Finance, 2012.

[2] Assumes an occupancy rate of 3.780 for single-family residences and 2.06 person per household for multi-family residences. Single-family occupancy rate sourced from average person per household occupancy rate for Pomona from Table E-5, California Department of Finance, 2012. Multi-family occupancy rate based on calculated household size within 0.25 miles of Downtown Pomona Transit Station. This rate was used as it more accurately reflects the actual household size that is likely to be accommodated in the majority of multi-family housing provided in the Focus Areas, given that they would be located in proximity to transit centers similar to that found in Downtown Pomona or would be located in proximity to Downtown Pomona itself.

between employment, population, and households due to their interrelationship, assuming that employment growth is a driving force of regional population and household growth. Second, the regional forecasts embrace the forecast Uncertainty as recent Census and Department of Finance population projections are quickly outdated. A range of regional growth forecasts are derived to reflect the different paths of national population growth with different immigration assumptions and their impact on national growth. Third, SCAG uses the latest demographic and economic assumptions to ensure that the growth forecasts are current. Finally, SCAG approaches development of growth forecasts in an Adaptive and flexible way. Many demographic and economic statistics are unstable and quickly outdated. SCAG collected those information materials and regularly went through the expert panel review to verify their suitability for use.

SCAG forecasts regional population using the cohort-component model, which computes population at a future point in time by adding to the existing population the number of group quarters population, births, and persons moving into the region during a projection period, and by subtracting the number of deaths and the number of persons moving out of the region. The patterns of migration into and out of the region are influenced by the availability of jobs. During development of the population growth forecasts, SCAG considered demographic factors, such as fertility rates, survival rates and migration rates, as well as 2010 Census household and population data and economic data published in 2011 by the Employment Development Department. Historic growth trends and projected statewide and regional population growth were also considered along with immigration rates.

Average annual population growth in Pomona was 1.3% between 1990 and 2000. From 2000-2010, the city experienced a population decline that averaged -0.1% annually. Through 2035, however, SCAG forecasts regionwide population growth of 0.6% annually and forecasts an annual population growth rate of 1.2% annually for Pomona.

Although the land use designations in the proposed General Plan Update and Corridors Specific Plan could theoretically accommodate higher levels of growth than SCAG forecasts for the city, use of the maximum theoretical buildout under the proposed land use designations would overstate the amount of growth that is likely to occur within the General Plan horizon. Therefore, the SCAG forecasts are considered a reasonable estimate of the likely level of growth in Pomona through 2035.

2.7.2 Employment Growth

Development facilitated by the General Plan Update and Corridors Specific Plans would add an estimated 24,759 jobs within the City. This estimated figure is based on generation factors determined after review of current and predicted retail employment and non-retail employment per household.

Cities with a balanced land use should generally reflect the following employment per household ratios as they represent a balanced set of land use:

- 0.22 retail employees per household; and
- 1.2 non-retail employee per household.

On review of the base year and future year SCAG model projections, it was determined that SCAG used the following assumptions to estimate future employment in Pomona:

- 0.08 retail employees per household (for base and future year conditions); and

- 1.41 (base year) and 1.21 (future year) non-retail employees per household.

The assumptions indicate that Pomona is underserving retail demand (i.e. there is additional demand for retail use – but it is currently going elsewhere in the region to be satisfied). The Concord Group's *Economic Assessment and Land Use Development Strategy for the City of Pomona* (2010) also found that Pomona is currently "leaking" retail spending, i.e., that Pomona is losing the retail spending capacity of its residents to its neighbors. Future SCAG employment forecasts predict that this trend will continue and do not increase retail employment to create a better balance of jobs and housing in the City. However, the SCAG employment forecasts for non-retail employment reflect an incremental reduction of non-retail employment per household.

The model land use assumptions included in the Transportation Impact Analysis incorporate the land use types and distributions included in the General Plan Update and Corridors Specific Plan. These land use assumptions incorporate the better land use mix that would be provided by the Plans, making the City more balanced with respect to the provision of jobs and housing. As a result, the future year City employment numbers are forecast to be:

- 0.23 retail employees per household; and
- 1.15 non-retail employees per household.

These factors are more consistent with balanced regional employment projections and with the land use assumptions used in the Transportation Impact Analysis and throughout this EIR.

Based on the factors above, the Plans are forecast to accommodate job growth of about 45% over 2012 levels, bringing total employment in Pomona to 80,208 jobs, with retail employment comprising 13,361 of the total employment figure. This predicted employment level exceeds SCAG's 2035 employment forecast of 59,600. This is a result of the higher level of predicted retail employment in the City from that predicted by SCAG.

2.8 EIR ANALYTIC APPROACH

This document is a Program EIR that evaluates the effects on the existing environment of buildout under the General Plan Update, and the associated land use and policy changes, as well as the effects of implementation of the provisions of the Corridors Specific Plan, ATP and Green Plan. A Program EIR, prepared in connection with a plan or continuing program such as a General or Specific Plan, necessarily deals with issues in a programmatic and general manner, and due to the nature of the plan is not as detailed as an EIR on a specific construction project. The intent is for a Program EIR analysis to address the probable environmental impacts of basic policies and programs, general cumulative effects, and programmatic mitigation measures and alternatives.

Potential effects from land use changes and rezoning of specific sites can be predicted and analyzed in more detail, but the analysis is limited by the absence of specific development proposals in most cases. However, impacts regarding environmental resources and hazards, public facilities and services, and land use on such sites will be analyzed by studying the effect of the 20-year growth under the General Plan Update and Corridors Specific Plan. By analyzing the 20-year growth potential, this EIR evaluates a reasonable impact scenario for each environmental issue area. Subsequent activities within the scope of the EIR would not require additional environmental review if no new potentially significant impacts would occur (*State CEQA Guidelines* § 15146 and 15168).

This EIR identifies feasible, program-level mitigation measures to address the potentially significant adverse effects of the General and Specific Plans, ATP and Green Plan, as well as alternatives that could avoid or substantially lessen potentially significant adverse effects while still achieving the plan's basic objectives. The EIR analyzes the effects of buildout under the proposed plans, as compared to the existing conditions in the City. For informational purposes, this document also compares the effects of buildout under the proposed plans to buildout under existing land use regulations, as feasible and appropriate.

2.9 REQUIRED DISCRETIONARY APPROVALS

The City of Pomona is the lead agency with the authority to carry out or approve the proposed project. The City's project approvals include certification of the EIR for the proposed project, as well as adoption of the General Plan Update, Corridors Specific Plan, ATP and Green Plan. This EIR is a Program EIR, and future development proposals within the City would be subject to separate environmental clearance/review that may tier off of this Program EIR.

The California Department of Conservation, Division of Mines and Geology, has no discretionary authority over the General Plan Update, but will review the plans and policies relating to seismic safety for compliance with state regulations. No other agencies have discretionary approval over any component of the General Plan Update, Corridors Specific Plan, ATP or Green Plan themselves, though agencies such as the California Department of Fish and Wildlife (CDFW), U.S. Army Corps of Engineers (Corps), California Department of Transportation (Caltrans), Air Pollution Control District (APCD), Board of Trustees of the California State University System, and Regional Water Quality Control Board (RWQCB) may have discretionary approval authority over some aspects of individual development projects that could be facilitated by the individual plans or mitigation measures that may be required to accommodate such developments.

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CHAPTER 3 Environmental Setting

This section describes the current environmental conditions in and around Pomona. More detailed setting information is included within the impact analysis for each issue area.

3.1 INTRODUCTION

According to Section 15125 of the *State CEQA Guidelines*, an EIR must include a description of the existing physical environmental conditions in the vicinity of the project to provide the "baseline condition" against which project-related impacts are compared.

3.2 REGIONAL OVERVIEW

Pomona is located in eastern Los Angeles County, about 30 miles east of downtown Los Angeles and 10 miles west of Ontario International Airport. Los Angeles County covers approximately 4,061 square miles and has more than 9.8 million residents (California Department of Finance, 2011). The County is topographically diverse, with mountains, valleys, agricultural land, and distinct urban areas, all within relatively close proximity of the Pacific Ocean. The Mediterranean climate of the region and coastal influence produce moderate temperatures year round, with rainfall concentrated in the winter months. The region is subject to various natural hazards, including earthquakes, landslides, and wildfires. Together with other cities in the inland coastal plain of Los Angeles, Orange, Riverside, and San Bernardino counties, Pomona is part of an ethnically and economically mixed region with a range of recreational, cultural, educational, and employment opportunities.

3.3 PHYSICAL SETTING

3.3.1 General Geographic Setting

Geographically, Pomona is the hub of several Los Angeles sub-regions, located between the San Gabriel Valley area to the west, the San Bernardino-Riverside region to the east, and the workplace core of Orange County to the south. The area around the city is primarily urban in nature. Immediately surrounding Pomona are the cities of Claremont, La Verne, San Dimas, Industry, Walnut, Diamond Bar, Chino Hills, Chino and Montclair. California State Polytechnic University, Pomona is located partially within and adjacent to the western city boundary.

Pomona has historically been and continues to be a largely residential community. As indicated on Figure 2-5 in Chapter 2.0, *Project Description*, about 35% of the city's land area is occupied by residential uses of varying densities. By contrast, about 13% of the city's land area is occupied by business and commercial

uses. About 48% of the city's land area is dedicated to parks, open spaces, schools and community facilities.

Pomona is located at the confluence of the I-10, SR-57, SR-71 and SR-60 freeways as well as two Union Pacific/Metrolink rail lines. The city is 10 miles west of Ontario International Airport.

3.3.2 Topography and Drainage

Pomona is located in a relatively flat topographic area, except for the hillside areas to the west and south. The eastern portion of Pomona lies in the San Bernardino Valley, while the western portion of the city lies along the eastern edge of the San Gabriel Valley. The city is 700 feet above mean sea level (msl) in the south, and 1,000 feet above msl in the north. To the west and northwest, the San Jose Hills have elevations of 1,167 fee msl and the Puente/Chino Hills on the south have elevations of 1,381 feet msl. The valley areas are gently sloping at an average of one to three percent, while the hillside areas on the northwest and southwest have slopes of ten percent or more.

The lower part of the San Gabriel River flows through a concrete-lined channel in a heavily urbanized portion of the county, including a small part of eastern Pomona, before becoming a soft bottom channel near the ocean in Long Beach. Located immediately northwest of the city is Puddingstone Reservoir, a 250-acre man-made lake.

3.3.3 Climate

Pomona enjoys a semi-arid climate characterized by warm summers, mild winters, infrequent seasonal rainfall, moderate daytime onshore breezes, and moderate humidity. Average high temperatures in the area range from the mid 80s to low 90s in the summer and high 60s to low 70s in the winter. Average summer lows average in the 60s and winter low temperatures are in the 40s. Annual average rainfall in Pomona is about 17 inches, nearly all of which occurs between November and March. The area experiences a typical daily wind pattern of daytime onshore sea breezes (from the west) and nighttime land breezes. This regime is broken only by occasional winter storms and infrequent strong northeasterly (from the northeast) Santa Ana winds from the mountains and deserts to the north.

3.4 DEMOGRAPHICS

Basic data regarding population, housing, and jobs in Pomona are provided below. More detailed discussion of these topics can be found in Section 4.10, *Population and Housing.*

Pomona's 2012 population was estimated at 149,950 (Department of Finance, 2012). This represents a 1% increase since 2000, when the population was 149,473. According to the California Department of Finance, the City had 40,715 dwelling units as of January 1, 2012, including 27,608 single-family dwelling units (68%), 11,129 units within multi-family buildings (27%), and 1,978 mobile homes (5%).

Pomona is a net exporter of labor, possessing fewer jobs than employed residents (Concord Group, 2010). This trend has grown during the last 30 years. In 1980, 40% of Pomona residents worked inside the City. By 2000, this ratio had dropped to only 21%.

Pomona is home to a variety of knowledge based industries, including the medical field and education establishment. However, a significant portion of the workforce employed by these Pomona institutions lives outside the City. Industries that currently employ Pomona's labor force include manufacturing (20% of City labor), education/health care (14%), professional services (9%) and transportation/warehousing (8%) (Concord Group, 2010).

3.5 CUMULATIVE PROJECTS SETTING

Because the proposed project is comprised of a General Plan Update, Corridors Specific Plan, ATP and Green Plan, cumulative impacts are treated somewhat differently than would be the case for a project-specific development. Section 15130 of the *State CEQA Guidelines* provides the following direction relative to cumulative impact analysis:

> *Impacts should be based on a summary of projections contained in an adopted general plan or related planning document, or in a prior environmental document which has been adopted or certified, which described or evaluated regional or areawide conditions contributing to the cumulative impact…*

By its nature, a general plan considers cumulative impacts insofar as it considers cumulative development that could occur within a city's plan area. Therefore, the analysis of project impacts also constitutes the cumulative analysis and this EIR does not contain a separate analysis of cumulative impacts. In addition to cumulative development within the City of Pomona General Plan Update area, the analysis of traffic and related impacts (such as noise) considers the effects of regional traffic growth.

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CHAPTER 4 **Environmental Impact Analysis**

This section discusses the possible environmental effects of the proposed project for the specific issue areas that were identified as having the potential to experience significant impacts.

"Significant effect" is defined by *State CEQA Guidelines* §15382 as "a substantial, or potentially substantial, adverse change in any of the physical conditions within the area affected by the project including land, air, water, minerals, flora, fauna, ambient noise, and objects of historic or aesthetic significance. An economic or social change by itself shall not be considered a significant effect on the environment, but may be considered in determining whether the physical change is significant."

The assessment of each issue area begins with an italicized introduction that summarizes the environmental effects considered for that issue area. This is followed by the setting and impact analysis. Within the impact analysis, the first subsection identifies the methodologies used and the "significance thresholds", which are those criteria adopted by the City, other agencies, universally recognized, or developed specifically for this analysis to determine whether potential effects are significant. The next subsection describes each impact of the proposed project, mitigation measures for significant impacts, and the level of significance after mitigation. Each effect under consideration for an issue area is separately listed in bold text, with the discussion of the effect and its significance following. Each bolded impact listing also contains a statement of the significance determination for the environmental impact as follows:

- Class I – Unavoidably Significant: An impact that cannot be reduced to below the significance threshold level with implementation of reasonably available and feasible mitigation measures. Such an impact requires a Statement of Overriding Considerations to be issued if the project is approved per §15093 of the *State CEQA Guidelines*.
- Class II - Significant but Mitigable: An impact that can be reduced to below the significance threshold level with implementation of reasonably available and feasible mitigation measures. Such an impact requires findings to be made under §15091 of the *State CEQA Guidelines*.
- Class III - Not Significant: An impact that may be adverse, but does not exceed the significance threshold levels and does not require mitigation measures. However, mitigation measures that could further lessen the environmental effect may be suggested if readily available and easily achievable.
- Class IV - No Impact or Beneficial: No impact would occur or the project would have a beneficial effect.

Following each environmental effect discussion is a listing of recommended mitigation measures (if required) and the residual effects or level of significance remaining after the implementation of the measures. In those cases where the mitigation measure for an impact could have a significant environmental impact in another issue area, this impact is discussed as a residual effect. The impact

analysis concludes with a discussion of cumulative effects, which evaluates the impacts associated with the proposed project in conjunction with other future development in the area.

Please refer to the Executive Summary for this EIR, which summarizes all impacts and mitigation measures that apply to the project.

Because the proposed project includes the General Plan Update and Corridors Specific Plan, cumulative impacts are treated somewhat differently than would be the case for a project-specific development. Section 15130 of the *State CEQA Guidelines* provides the following direction relative to cumulative impact analysis:

> *Impacts should be based on a summary of projections contained in an adopted general plan or related planning document, or in a prior environmental document which has been adopted or certified, which described or evaluated regional or areawide conditions contributing to the cumulative impact…*

By its nature, a general plan considers cumulative impacts insofar as it considers cumulative development that could occur within a city's plan area. Therefore, the analysis of project impacts also constitutes the cumulative analysis and this EIR does not contain a separate analysis of cumulative impacts. In addition to cumulative development within the City of Pomona General Plan Update area, the analysis of traffic and related impacts (such as noise) considers the effects of regional traffic growth.

4.1 AESTHETICS

This section describes current visual conditions in and around Pomona and evaluates the potential aesthetic and visual impacts of the proposed General Plan Update and Corridors Specific Plan. Data for this section were taken from the 2004 Existing Conditions Report and other recent documents prepared for the city.

4.1.1 Environmental Setting

Visual resources are an important component of the quality of life of any geographic area. As residents, workers, and/or visitors experience a place, their primary sensory interaction with that place is visual in nature, and a wide variety of visual elements form its aesthetic character. These elements include scenic vistas, scenic resources, light and glare, and the visual character and quality of the area's topography, natural features, and urban form.

Open Space

Open space provides visual relief from urbanized areas, including views for motorists, pedestrians, and bicyclists. Since the majority of Pomona is currently developed, open space is provided in the form of parks interspersed throughout the city. Currently, the City maintains 26 parks and recreational areas, and provides approximately 221 acres of parks and open space. Because the city is situated at the extreme western end of the San Bernardino Basin in what is generally known as the Pomona Valley, it is visually framed by additional open spaces within the San Jose Hills (Kellogg Hill), northern Puente Hills, Chino Hills, and San Gabriel Mountains. Approximately 660 acres of hillside open space are located in Pomona, which can be primarily found in Phillips Ranch and portions of Elephant Hill. Another major open space area can be found in Ganesha Hills, located in the northwestern part of Pomona. Lastly, there is also the Pomona Cemetery located in the southern portion of the city, which also provides visual relief from surrounding developed areas.

Scenic Streets and Highways

As part of the city's Open Space Network, streets play the primary role of connecting with and providing access to parks and other recreation facilities. In addition, streets can also serve an open space function by providing walking, jogging, bicycling, and relaxation opportunities when they are configured with adequate sidewalks, bike paths, street trees, landscaped planting areas, and other streetscape amenities. Several scenic streets within Pomona are identified in the proposed General Plan Update. These include the following:

Primary Corridors

- South Garey Avenue between 9th Street and SR 60 (featuring medians with date palm trees and landscaping).

Secondary Corridors

- White Avenue between Fairplex and I-10 (featuring parkway medians and side plantings, and a landmark city gateway structure).

- Village Loop Road in the Phillips Ranch neighborhood (featuring lush parkway plantings and side plantings).
- Campus Drive between West Temple Avenue and SR 57 (featuring continuous and mature London Plane street tree canopies).

Local Streets

- Huntington Boulevard between I-10 and Holt Avenue (featuring a wide park-like tree-lined median).
- Second Street (a.k.a. Pomona Mall) between Park Avenue and Eleanor Street (featuring historic Downtown streetscape and paseo improvements and gateway structures).
- San Francisco Avenue between Eleanor Street and San Antonio Avenue (featuring distinctive rows of mature palm trees and planter strips).

Scenic Highways

California's Scenic Highway Program was created by the Legislature in 1963. Its purpose is to preserve and protect scenic highway corridors from change that would diminish the aesthetic value of lands adjacent to highways. Scenic corridors typically pertain to highways and visible lands outside the highway right-of-way generally described as the view from the road. There are no officially designated scenic highways within Pomona. However, State Route 57 between SR 91 and SR 60, located approximately ½ mile south of the southwestern tip of the city, is identified as Eligible for State Scenic Highway designation.

Topographic Features

Pomona is situated at the western end of the San Bernardino Basin, generally known as the Pomona Valley. While the city's topography is generally flat, it is surrounded by the San Jose Hills to the northwest, the Puente Hills to the southwest, and the Chino Hills to the south. When compared to the city's relatively low-scale urban development, these surrounding slopes and the more distant San Gabriel Mountains dominate views from the city. Pomona's visual environment therefore includes distinctive topographic features such as hillsides, mountains, valleys, canyons, and other significant natural landforms, which play an important role in the scenic and visual qualities of the city.

The San Gabriel Mountains, one of Southern California's Transverse Ranges, are located north of Pomona. Looking north, views of the San Gabriel Mountains in the background can be seen from much of the city. In the winter time on a clear day, the mountains are often snow-capped and clearly visible. Within the northern portion of Pomona, views of the Ganesha Hills, which function as a park, are available. Views from the Ganesha Hills looking south include Pomona with the Chino Hills in the distance. Looking northwest, the San Jose Hills in the background can be seen from much of the city, especially in the western and central portions. Views of the Puente Hills and Chino Hills can be seen in the background from all over Pomona, especially in the central and southern parts of the city.

Urban Visual Character

While scenic vistas encompass long range views and often emphasize large-scale natural features, viewers are also affected by their more immediate visual surroundings. Local aesthetics, typically found on a neighborhood level, comprise the city's urban visual character. Development densities and types, distinctive neighborhoods and commercial districts, unique architectural elements, prominent public institutions/landmarks, and other elements all contribute to the city's unique aesthetic quality.

Development Patterns

Pomona is characterized by a wide range of land uses as illustrated in Figure 4.8-1 in Section 4.8, *Land Use and Planning*. Key aspects of Pomona's land use character include the city's basic grid-style development pattern, the hillside areas that frame the city, and its historic city center. Neighborhoods, parks and open spaces, major civic uses such as Cal Poly Pomona and the Los Angeles County Fairgrounds (Fairplex), industrial districts, and the commercial corridors also contribute to the city's visual character.

Pomona's unique topography, consisting of a flat basin surrounded by hills, has led to a relatively uniform street grid with residential neighborhoods and commercial corridors radiating outwards from the traditional mixed-use downtown core. The northern and southern parts of Pomona are occupied by residential neighborhoods located along the hillsides, while the western and eastern edges of the city are largely occupied by industrial railway and major transportation areas. Pomona is mostly built out, including the steep hills along the perimeter of the city that are mostly residential with some preserved open space. Non-residential hillside development is located along Temple Avenue and within the Fairplex north of the Mountain Meadows neighborhood. The Union Pacific Railroad runs through the center of downtown Pomona along Holt Avenue and Mission Boulevard. Auto-oriented commercial uses are also located in the downtown area.

Within this framework of physical boundaries created by the freeways and the hills, Pomona is a city of diverse neighborhoods with a well-defined central core (downtown) and long commercial corridors (Garey Avenue, Holt Avenue, Mission Boulevard, Towne Avenue, Philadelphia Street/Rio Rancho Road, and Foothill Boulevard). Industrial districts whose development was encouraged first by access to the railroad and now by access to freeways and truck routes border the city to the west and east. Major landmarks are located at city edges, including the Cal Poly Pomona campus, the Fairplex, Frank G. Bonelli Regional Park, and historic Route 66 (now Foothill Boulevard). Open space areas are located in the San Jose and Puente Hills, although no large-scale interconnected open space system has been protected on the valley floor. The central areas of the city are primarily residential, small-scale commercial, office, and industrial uses mixed with single- and multi- family homes, which is a common feature of historical urban areas.

Today Pomona is near full "build-out." Open space and vacant lands are limited commodities. As previously noted, some open spaces have been preserved. On a neighborhood scale, parks provide greenspace and visual relief from the built environment and are an important element of the city's visual character. The city pattern developed over the last century defines the present day city and is unlikely to

see any significant changes; new waves of development will need to be accommodated by infill and intensification.

Pomona's neighborhoods are physically and culturally diverse with a mix of housing types, architectural styles, and densities. Neighborhood boundaries are defined by natural features such as the San Jose Hills and by man-made features such as freeways, arterials, and railroads, although many neighborhoods have less finite boundaries, defined rather by tradition, community identity, or other unifying features.

Corridors are regional connectors of districts and neighborhoods. Blocks are long and sidewalks are frequently interrupted with driveways and vehicle access for commercial uses. Street furniture is limited to bus benches and waste bins. Landscaping is limited to street trees with long spacing in between. Signage is large and geared almost exclusively to the automobile.

Light and Glare

Pomona is primarily built-out; therefore, a substantial amount of ambient light from urban uses already exists. Similar to other developed urban areas, sources of light and glare include neon signs, glass building façades, streetlights, parking lot lighting and automotive headlights.

4.1.2 Regulatory Framework

Federal

No existing federal regulations pertain to the visual resources within the proposed General Plan Update and Corridors Specific Plan areas.

State

Caltrans Scenic Highways

The California Department of Transportation (Caltrans) defines a scenic highway as any freeway, highway, road, or other public right-of-way, that traverses an area of exceptional scenic quality. Suitability for designation as a State scenic highway is based on vividness, intactness, and unity, as described in Caltrans Guidelines for Official Designation of Scenic Highways (1995):

- Vividness is the extent to which the landscape is memorable. This is associated with the distinctiveness, diversity, and contrast of visual elements. A vivid landscape makes an immediate and lasting impression on the viewer.
- Intactness is the integrity of visual order in the landscape and the extent to which the natural landscape is free from visual intrusions (e.g., buildings, structures, equipment, grading).
- Unity is the extent to which development is sensitive to and visually harmonious with the natural landscape.

None of the four freeways that traverse Pomona are considered eligible for designation as a State scenic highway within the city limits. However, the SR-57 freeway south of Interstate 10, located approximately ½ mile south of the southwestern tip of the city, is considered eligible for this designation (Caltrans, July 2012).

Local

The City of Pomona's current General Plan and Municipal Code contain various goals, policies, and regulations pertaining to aesthetics, which provide the regulatory framework for evaluating the potential aesthetic impacts of the project.

General Plan

The City currently addresses the aesthetic resources and visual character and quality of the community through the *Community Design Element* of the 1976 General Plan. The goal of the *Community Design Element* is the following:

> *To recognize the positive design features of the community, to preserve and enhance those features, and to improve the livability and cultural life of the community through physical design considerations in areas where it is less than satisfactory such that the result is an environment defined by quality, cohesiveness and human needs.*

The 1976 General Plan also contains the objectives, policies, and programs listed in Table 4.1-1, organized under their respective headings.

Table 4.1-1 Objectives, Policies and Programs in Community Design Element of the 1976 General Plan

Image
Objective
• To promote a positive image of Pomona on all levels to both residents and non-local persons alike.
Policies and Programs
• It is the policy of the City of Pomona to place a major priority on improving physical and visual images of the community.
• It is the policy of the City of Pomona to insure a positive visual character in all municipal facilities through a unified design system.
City Streets
Objectives
• To enhance the City's visual image and create a comprehensible pattern through the use of distinctive design treatments.
• To make the City's streets the unifying framework of the community through the use of distinctive design treatments.
Policies and Programs
• It is the policy of the City of Pomona to promote the installation and maintenance of landscaping in public and private areas according to street type, surrounding architecture and general character of the district.
• It is the policy of the City of Pomona to indicate the nature and function of streets and other circulation linkages by a city-wide plan for landscaping.
• It is the policy of the City of Pomona to make entrances into the City more prominent and attractive in order to reinforce the identity of Pomona and create a sense of arrival.
• It is the policy of the City of Pomona to make street furnishings along major streets a basic unifying element of the urban environment through their placement and design.
• It is the policy of the City of Pomona to increase amenities and provide human scale along city streets in order to insure increased comfort and usability for pedestrians and bicyclists.
• It is the policy of the City of Pomona to promote the visual coherency of the existing street pattern while enhancing the appearance of individual streets.
• It is the policy of the City of Pomona to promote the undergrounding of utilities in established areas, and require the undergrounding of utilities in areas to be developed in the future.

Table 4.1-1 Objectives, Policies and Programs in Community Design Element of the 1976 General Plan

- It is the policy of the City of Pomona to insure that any above ground utilities are designed to be functional in scale and compatible with their surroundings.

Architecture

Objectives

- To insure the highest possible aesthetic quality in the architecture and other design considerations of new development.
- To insure the preservation of structures and areas of historical or architectural merit.

Policies and Programs

- It is the policy of the City of Pomona to insure that new development shall be a positive addition to the City's environment and will not detract from the nature of the character of appropriate nearby established development because of architectural style, scale and location.
- It is the policy of the City of Pomona to encourage all new development to respect distinctive land forms in its design.
- It is the policy of the City of Pomona to preserve areas of historic or architectural significance as physical representations of Pomona's historic and cultural heritage.
- It is the policy of the City of Pomona to encourage the restoration and reuse of older structures which add to Pomona's character and sense of cultural and historical identity.

Residential

Objectives

- To promote the unique identity of distinctive residential neighborhoods within the City.
- To protect the integrity of residential neighborhoods while encouraging a personal commitment by homeowners to the character and appearance of their neighborhood.

Policies and Programs

- It is the policy of the City of Pomona to promote and protect the individual character and identity of the City's residential neighborhoods.
- It is the policy of the City of Pomona to protect residential neighborhoods within the City from the intrusion of disorganizing elements.
- It is the policy of the City of Pomona to encourage and assist voluntary neighborhood beautification programs.

Commercial

Objectives

- To insure that commercial areas function to their fullest potential and are a positive element in the City's environment.

Policies and Programs

- It is the policy of the City of Pomona to encourage the use of unifying design treatments within commercial areas, in order to develop distinctive district imagery.
- It is the policy of the City of Pomona to encourage highway oriented businesses to achieve such design standards as will make them positive elements within the urban environment.
- It is the policy of the City of Pomona to support programs which will create a unique and positive design atmosphere for the downtown area, and return it to a center of regional significance.
- It is the policy of the City of Pomona to promote the use of well-designed signing of appropriate scale in commercial areas.
- It is the policy of the City of Pomona to encourage all commercial establishments to maintain a visual appearance which contributes in a positive form to the image of their neighborhood and the City as a whole.

Industrial
Objectives
• To insure that industrial areas function to their full potential and are a positive element in the City's environment.
Policies and Programs
• It is the policy of the City of Pomona to promote the character and identity of industrial districts within the City and insure their positive influence upon the City as a whole. • It is the policy of the City of Pomona to encourage the use of landscaping and other design treatments to enhance industrial development especially when they abut residential neighborhoods. • It is the policy of the City of Pomona to promote the use of well-designed signing, of appropriate scale, in industrial areas.

SOURCE: City of Pomona, 1976 General Plan

Municipal Code

Regulations affecting the aesthetic character of Pomona are contained in Part II, *Code of Ordinances,* of the Pomona Municipal Code (PMC). Subpart A, *General Ordinances,* of the PMC includes Chapter 18, *Environment,* which contains articles designed to help ensure a healthy and attractive environment in the city, including articles relating to abandoned vehicles, graffiti elimination, landscape maintenance, and weed and rubbish abatement. Subpart B, *Land Development Ordinances,* contains the Building Code and Subdivisions and Zoning regulations, both of which affect the visual character and quality of the built environment and land use patterns of the community. These regulations are tools to implement the goals and policies of the General Plan, and have played a large role in determining the aesthetic character of the city today.

4.1.3 Thresholds of Significance

The following thresholds of significance are based on Appendix G to the *State CEQA Guidelines*. For purposes of this EIR, implementation of the proposed project may have a significant adverse impact if it would do any of the following:

- Have a substantial adverse effect on a scenic vista;
- Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a State scenic highway;
- Substantially degrade the existing visual character or quality of the site and its surroundings; or
- Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area.

4.1.4 Project Impacts and Mitigation

Methodology

The assessment of aesthetic impacts involves qualitative analysis that is inherently subjective in nature. Different viewers react to views and aesthetic conditions differently. This evaluation measures the existing visual environment of the project area described above against the proposed action (implementation of the proposed General Plan Update and Corridors Specific Plan), analyzing the nature of the anticipated change. It is important to underscore that the proposed project is a General Plan and a Specific Plan, and does not contain specific development proposals. This analysis therefore focuses on

land use changes envisioned under the proposed General Plan Update and Corridors Specific Plan, and their aesthetic impacts on the community in terms of arrangement of built to open space, density and intensity of development, and height according to the thresholds of significance discussed above. Site visits by Rincon Consultants, Inc. staff documented the existing visual character and context of the project area.

Project Impacts

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

Impact 4.1-1 **Implementation of the proposed General Plan Update and Corridors Specific Plan would result in new urban uses that may affect scenic vistas within the Planning Area. However, the proposed General Plan Update and Corridors Specific Plan contain goals and policies specifically designed to protect scenic vistas. Therefore, impacts would be Class III, *less than significant*.**

Due to the topography in the city, which includes a central, flat valley surrounded by hillsides, there are many long range mountain views available throughout the city. As discussed under Existing Conditions, scenic views within the city include background mountain views, depending upon the viewer's vantage point and orientation.

At present, the city is nearly built out, except for approximately 600 acres, or 5 percent of the city, which is vacant land. For most of the city, the proposed General Plan Update and Corridors Specific Plan would preserve the existing pattern of uses. The proposed General Plan Update establishes policies for protection and long-term maintenance of established neighborhoods, and both the General Plan Update and Corridors Specific Plan focus areas of change around the roadway corridors identified in the Corridors Specific Plan. Generally, new development in accordance with the both Plans would result in re-use of properties, conversion of uses in response to market demand (e.g., office and industrial to residential), and more intense use of land in defined areas. Overall, the Plans emphasize a renewed Downtown and redefined corridors, propose focus areas and activity centers to help shape and distribute new development, promote protecting the character of existing residential neighborhoods, and outline the future role and form of Pomona's public realm.

Given the city's surrounding hillside and mountain views (described in the *Topographic Features* section above), new development allowed under the General Plan Update and Corridors Specific Plan has the potential to affect views of scenic vistas visible from the city. Specifically, new urban uses could partially obstruct views of scenic vistas from various locations in the city. Figure 2-6 of this EIR shows areas with the greatest potential for change under the proposed General Plan Update and Corridors Specific Plan. These areas are the focus of most development called for under the General Plan Update and Corridors Specific Plan, and would therefore be the areas with the most potential for new or more intense development with increased building heights that may block views of scenic vistas. However, development projects would undergo further environmental and design review on a project-by-project basis as they are proposed in order to identify and address impacts to scenic vistas at the project level.

Policies in the proposed General Plan Update would also protect scenic vistas within the city. In particular, policies associated with Hillside Development are aimed at preserving scenic vistas. For example, Goals 7F.G5 and 7F.G6 and Policies 7F.P10 through 7F.P.14 would:

- *prohibit development on hillsides and ridgelines where structures would interrupt the skyline;*
- *require visual impact analysis to ensure protection of views to natural areas from public streets, parks, trails, and community facilities during the review of public and private development projects;*
- *require that graded areas within new development be immediately re-vegetated in order to relate landscape design to the natural setting; and allow creative lot layouts such as clustering, flexible setbacks, shared driveways, or flag lots if such approaches help to preserve contours and other natural features; and*
- *protect natural topographic features such as hillsides, ridgelines, and mature trees and stands of trees and take advantage of such natural features and topography when possible for visual screening.*

Similarly, Neighborhood Goal 6G.G10 aims to ensure that the design of hillside development is sensitive to existing terrain, views, and significant natural landforms or features. As such, development of new urban uses would be regulated by the proposed General Plan Update policies, and scenic vistas would not be adversely affected. Consequently, impacts to scenic vistas would be **less than significant**.

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

Impact 4.1-2 **Implementation of the proposed General Plan Update and Corridors Specific Plan would result in new urban uses that may affect scenic resources within the city. However, the proposed General Plan Update and Corridors Specific Plan contain goals and policies specifically designed to protect scenic resources. Impacts would be Class III, *less than significant*.**

As discussed in Section 4.1.2, *Regulatory Framework*, there are currently no officially designated State Scenic Highways within Pomona; however, the SR-57 freeway between SR-90 and SR-60 is considered eligible for this designation (Caltrans, July 2012). A State scenic highway changes from "eligible" to "officially designated" when the local jurisdiction adopts a scenic corridor protection program, applies to Caltrans for scenic highway approval, and receives notification from Caltrans that the highway has been designated as a Scenic Highway. The local jurisdiction must also adopt ordinances to preserve the scenic quality of the corridor or document that such regulation already exists in local codes.

The eligible portion of the SR 57 is located ½ mile to the south and outside the city limits. In addition, existing development is present along the highway corridor which interrupts views from the highway of the city and potential future development that could occur under the General or Specific Plans. Consequently, because no scenic highways are currently designated within the city or in the viewshed area around the city, implementation of the proposed General Plan Update and Corridors Specific Plan would not affect scenic resources within such a highway.

Although the city contains no officially designated State Scenic Highways, several streets within Pomona (listed in Section 4.1.1, *Environmental Setting*) are identified as scenic in the proposed General Plan Update. Damage to these streets as scenic resources would be avoided through implementation of the goals and policies discussed under Impact 4.1-3, which are designed to protect and enhance the visual character

and quality of these corridors. Also, Policy 7E.P9 aims to preserve mature trees and vegetation, including wildflowers, along the city's scenic roadways. Implementation of these goals and policies would ensure that the proposed project has a **less than significant** impact on scenic resources.

Threshold	Would the proposed project substantially degrade the existing visual character or quality of the site and its surroundings?

Impact 4.1-3 **Development under the proposed General Plan Update and Corridors Specific Plan could change the visual character and quality of portions of the city. The proposed General Plan Update and Corridors Specific Plan contain goals and policies specifically designed to protect areas of high visual character and quality and improve areas of low visual character and quality. Impacts would be Class III, *less than significant*.**

The land use changes envisioned under the proposed General Plan Update and Corridors Specific Plan may affect the aesthetic character of various areas within Pomona and of the city as a whole. While all land uses would be required to adhere to the design, density, and height guidelines applicable to particular land use designations, the General Plan Update and Corridors Specific Plan would also establish goals and policies that would help define and guide the desired visual character and quality of specific districts, activity centers, and corridors within the community, as described in Chapter 2, *Project Description,* of this EIR. The vision established by the General Plan Update places a greater emphasis on building form and character in districts and neighborhoods to allow a mix of land uses, and emphasizes a renewed Downtown and redefined corridors. As discussed below, the proposed General Plan Update and Corridors Specific Plan clearly define (both physically and visually) the desired visual character and quality of these areas, and set forth urban form policies to ensure that the city retains the unique aesthetic qualities valued by its residents. The General Plan Update does not anticipate substantial changes in the areas within the city that are occupied by established residential neighborhoods.

The General Plan Update and Corridors Specific Plan would concentrate infill development and redevelopment in areas generally concentrated in the central portion of the city and radiating out along key corridors. Development would also occur in other key areas such as "Special Campus" areas around Cal Poly Pomona, the Civic Center, the Lanterman Center, and Fairplex. The Corridors Specific Plan calls for beautification of specific corridors, with Community Objective 3 from the Specific Plan being to,

> *…begin the transformation of the visual character of Garey Avenue, Holt Avenue, Mission Boulevard and Foothill Boulevard from 'anywhere strips' to their proper role as iconic gateways to and from Downtown and to other key destinations, and as the city's most visible thoroughfares.*

Examples of conditions that may currently detract from the visual character and quality of these corridors include: building facades that are faded and in poor repair, sparse or under-maintained landscaping, dated or incongruent architecture, and vacant and obsolete buildings. In areas with these conditions, the proposed General Plan Update allows for re-use and infill with uses that are complementary in type, form, scale, and character. Additionally, the proposed Corridors Specific Plan encourages installation of new streetscape improvements along almost all corridors (except Midtown segments, where the approach is oriented towards maintaining and subtly improving existing features).

Other parts of the city, including Downtown Pomona and the Lanterman Center, have high existing visual quality. Within each of these other areas, the architecture and landscaping is attractive, the area is visually diverse, and the different land uses in the area are harmoniously arranged so as to complement neighboring uses. In these areas, new development allowed under the proposed General Plan Update and Corridors Specific Plan would fit into the existing visual setting through implementation of the goals, policies, and regulations discussed immediately below. Goals and policies within the General Plan Update and objectives and strategies in the Corridors Specific Plan relating to high visual quality areas generally focus on maintaining and improving visual character and quality, while encouraging increased residential and commercial activity and better transit connections in and around Downtown, and establishing a pedestrian friendly and transit oriented mixed-use village at the Lanterman Center (after its closure), while ensuring that new development reflects the history of the center and maintains the site's attractive natural setting.

In addition to enhancing existing development, mixed-use development, which is relatively new in the city, is a more prominent theme permitted in some areas of the city, particularly Downtown, the area between Holt Avenue and Mission Boulevard, and certain smaller clusters in other areas of the city. Mixed-use developments integrate housing and commercial or office uses in proximity to one another, and tend to unify fragmented areas. Mixed-use developments may also include community facilities such as parks and schools, higher-density residential development or small-scale community-oriented retail uses. While mixed-use developments could represent a change to the types of uses allowed within certain areas, they would not tend to significantly alter their visual character and quality for several reasons. First, such development would frequently re-use existing buildings rather than create new ones, thus leading to little visual change, particularly within the Downtown. Second, the General Plan Update calls for intensification of development and transitioning to a greater proportion of mixed uses in the Downtown because this area is already characterized by these qualities. Third, the goals, policies, and regulations contained in the proposed General Plan Update and Corridors Specific Plan that would protect the visual character and quality of streetscapes and neighborhoods citywide would apply to these areas. For example, Goal 6C.G1 aims to improve the physical compatibility between the city's major institutions and adjacent neighborhoods, while Goal 6C.G2 aims to improve the function and appearance of transit, path, and corridor connections between the city's major institutions and Downtown. Sections 6D, 6E, 6F, and 6G of the General Plan Update contain numerous goals and policies designed to ensure the visual character and quality of Neighborhood Edges, Urban Neighborhoods, Workplace Districts, and Residential Neighborhoods. Section 7C contains goals and policies relating to provision of enhanced streetscapes, gateways, landmarks, wayfinding and public art.

The proposed General Plan Update states that, should the 185-acre Cal Poly Spadra Farm property be considered for development, it offers opportunities for highly desirable potential workplace and mixed residential uses. This area is currently in agricultural use, and its development with commercial and residential uses would represent a substantial change to its visual character and quality. However, this area is already designated for urban development under the City's existing General Plan, and thus the proposed General Plan Update would not in itself create a significant change in this regard.

All new developments would be required to conform to General Plan Update and, if located in the plan area, Corridors Specific Plan standards. New developments would also be subject to existing building and

development standards specified in the City's Municipal Code. Thus, as new development occurs the visual character of the city would change as intensity increases; however, compliance with established standards would provide development opportunities that would complement and enhance the city's existing visual character. Therefore, the proposed General Plan Update and Corridors Specific Plan would have a **less than significant** impact on the visual character of the city.

Threshold	Would the proposed project create a new source of substantial light and glare which would adversely affect day or nighttime views?

Impact 4.1-4 **New development under the proposed General Plan Update and Corridors Specific Plan could increase light and glare effects on sensitive receptors, such as residential uses. However, the areas in which new development would be focused under these plans are already designated for urban uses in the City's current General Plan, and thus the proposed General Plan Update and Corridors Specific Plan would not in themselves substantially increase light and glare beyond levels already allowed under the current General Plan. Impacts would be Class III, *less than significant*.**

As discussed in Section 2.0, *Project Description,* based on SCAG population growth forecasts, Pomona will experience a population increase of approximately 47,450 people over the next 23 years. New development under the proposed General Plan Update and Corridors Specific Plan would accommodate approximately 44% of this population growth within specific focus areas, including Downtown, the Holt Avenue, Mission Boulevard, Garey Avenue, and Foothill Boulevard corridors, Fairplex, and Transit Oriented Districts. The amount of Retail and Office land uses would increase by about 41% and 14%, respectively, although the amount of retail provided for in most areas would remain unchanged, with the majority of new retail provided at the Fairplex (500 KSF) and in the area around the intersection of Mission Boulevard and the 71 Freeway (500 KSF). Most of the 460 KSF of new office space would be concentrated in the area of the Pomona Valley Hospital Medical Center (PVHMC). Should the 185-acre Cal Poly Spadra Farm property be considered for development, it too offers opportunities for potential workplace and mixed residential uses.

These uses could create new sources of light from exterior building illumination, outdoor lighting associated with facilities such as recreational/athletic facilities, and parking lots or structures, as well as glare from reflective building and vehicle surfaces or the headlights of vehicular traffic. As a result, these new sources of light or glare could affect day or nighttime views of adjacent sensitive land uses.

Pomona is primarily built-out, and a substantial amount of ambient light from urban uses already exists. As implementation of the proposed General Plan Update and Corridors Specific Plan would primarily result in infill of vacant lands, as well as intensification and the reuse of existing sites, the majority of new development would not be located adjacent to large pieces of undeveloped lands. However, for any potential new development that could occur next to undeveloped areas, Policy 7E.P6 would ensure that new development adjacent to sensitive habitat, including in Phillips Ranch, Westmont Hill, Mountain Meadows and Ganesha Hills, minimizes nighttime lighting on these sensitive habitat areas. While the General Plan Update contains no specific development proposal for the Cal Poly Spadra Farm property, its potential future development could lead to an increase in light and glare in this area, which currently contains agricultural land. However, this area is already designated for urban uses in the City's current

General Plan; thus, the proposed General Plan Update and Corridors Specific Plan would not in themselves significantly increase light and glare beyond levels already allowed under the current General Plan.

The General Plan Update also encourages an increase in the amount of mixed-use development in the city, which could lead to construction of industrial and commercial uses next to residential uses. In particular, the mixed uses proposed under the two plans would occur in the Downtown area, and the major commercial corridors radiating out from the city center. Interior and exterior lighting, as well as headlights of vehicular traffic, associated with proposed commercial uses could have adverse effects on adjacent residential uses. Industrial facilities typically involve substantial amounts of lighting for the building exterior and parking lots. In addition, building materials that result in glare effects could also be used. However, the areas where mixed use development would be allowed are for the most part already highly developed with existing ambient lighting; thus, new mixed use development in these areas would not create a considerable change compared to existing lighting conditions.

Further, mixed use development would be designed to include features to ensure its compatibility with adjacent non-residential uses. For example, Land Use Goal 6G.G2 would preserve the scale and character of established neighborhoods and protect neighborhoods from changes in the Downtown, in Transit Oriented Districts, and within Neighborhood Edges. In addition, Neighborhood Goal 6G.G9 would ensure continuity in development scale and character with careful transitions between areas of differing use composition and density. As such, impacts associated with light and glare effects within the city would be **less than significant**.

Proposed General Plan Update and Corridors Specific Plan Goals, Policies, Community Objectives, and Revitalization Strategies

The proposed General Plan Update contains numerous goals and policies related to aesthetics, the most relevant of which are identified below. The proposed Corridors Specific Plan is consistent with and implements the vision, goals, and policies established in the General Plan Update as they specifically relate to the Garey Avenue, Holt Avenue, Mission Boulevard and Foothill Boulevard corridors. It does so by presenting a vision for the evolution and continued growth of these corridors, as well as regulations pertaining to land use and development within the Specific Plan Area and a program of planned actions and investments to help achieve the vision. In this section of the EIR, General Plan Update goals and policies are listed first, followed by selected Community Objectives and Revitalization Strategies of the Corridors Specific Plan.

General Plan Update Goals and Policies

6A- Activity Centers

6A.G3 Improve the physical quality and shopping experience of existing and new activity centers throughout the City.

6A.G8 Improve the physical quality of existing neighborhood centers throughout the City, particularly those within or next to residential neighborhoods.

6A.P4 Utilize a combination of capital improvements and private investment to create attractive, walkable streetscape environments that support shopping, entertainment, community, and pedestrian activity.

6A.P14 Establish regulations that identify architectural and site design treatments which create an appropriate relationship between neighborhood serving retail clusters and adjacent housing.

6B- Transit Oriented Districts

6B.G3 Ensure that higher intensity transit oriented development is built with the care and quality that reflects the City's values and community pride.

6B.G4 Ensure that transit oriented districts are walkable, active, and well integrated into surrounding City districts and neighborhoods.

6B.P3 Establish regulations that identify architectural treatments necessary to ensure that transit oriented districts help to promote a safe, family-oriented community environment.

Downtown

6B.P9 Integrate old and new uses through pedestrian connections, streetscape improvements, and complementary architecture and site design approaches including orienting new development towards streets and decreasing building heights near adjacent neighborhoods.

Other (Holt @ SR-71 & Indian Hill, SR-60/SR-71)

6B.P10 Use regulatory tools to concentrate height and intensity at these gateway locations.

North Metrolink Station

6B.P13 Use regulatory tools to permit higher densities in the area around the station.

Hospital/Medical Institutions

6B.G21 Accentuate the PVHMC campus as a gateway into Pomona from the I-10 freeway.

6B.P15 Allow future structures at PVHMC to reach up to 100 feet in height to meet anticipated facility demand as well as create an iconic building visible from the I-10 freeway. However, limit buildings to a maximum of 60 feet in height within 150 feet of adjacent residential neighborhoods.

- Use shadow analyses during the building design process to minimize impacts on adjacent neighborhoods. Avoid casting shadows on residences, sidewalks and major crosswalks.

6B.P16 Encourage a campus-like setting at the PVHMC gateway location, with emphasis on pedestrian connections, streetscape beautification, and compatible building scale and design where the district borders on residential neighborhoods.

6B.P18 Highlight the PVHMC campus entry off of I-10 with signage, site and landscape elements.

6B.P21 Maintain the Mission-style architectural character of the existing Casa Colina campus.

Lanterman Center

6B.G24 Following Lanterman Center closure: Ensure that new development reflects the history of the center and maintains the site's attractive natural setting.

6B.P27 Require that land use studies for re-use of the Lanterman site establish a site-specific land use plan, development standards, design policies, circulation, and infrastructure phasing.

6B.P32 Require that components of the historic Lanterman campus (buildings, landscapes, and gateways) be adaptively re-used to the maximum extent possible.

- Design infill development to respond to existing design and site context.
- Incorporate mission-style design elements as the primary design focus, using massing, materials, and detailing similar to those of existing structures.
- Extend established landscape elements into newly developed areas, using similar tree species and plantings, tree spacing and medians where appropriate.

6B- Special Campuses

6C.G1 Improve the physical compatibility between the City's major institutions and adjacent neighborhoods.

6C.G2 Improve the function and appearance of transit, path, and corridor connections between the City's major institutions and Downtown.

Fairplex

6C.P6 Require an appropriate planning/land use study approved by the City Council for commercial development above 250,000 square feet of space or any residential development. Encourage the study or plan to address:

- Design standards and guidelines.

6C.P9 Require an appropriate transition between new development and adjacent single-family neighborhoods by using massing techniques and locating smaller scale buildings along the edge of adjacent neighborhoods.

6D- Neighborhood Edges

6D.G1 Improve the physical character, economic vitality, and mobility function of the City's most visible and well-traveled corridors.

6D.G6 Enhance the landscape buffering, streetscape quality, and pedestrian-friendliness of wider arterial streets to make environments more conducive to residential living and more flattering to the City’s image

6D.P2 Require development with reduced height and intensity on portions of properties adjacent to stable residential neighborhoods. Permitted heights and intensities in these locations should be compatible with the scale of the existing residential neighborhood.

6D.P6 Provide incentives to redevelop blighted commercial properties along the corridors.

6D.P7 Support renovation of existing commercial strip development.

- Potential treatments could include adding landscaping and street trees, adding or widening sidewalks, bulbing the sidewalks in key locations, providing pedestrian-scale lighting and orienting buildings to the street.

6D.P8 Encourage rehabilitation and façade improvements of existing commercial centers along corridors.

6D.P10 Establish land use, building massing, site development, landscaping and open space, parking, architecture, and signage regulations that are calibrated for the street character and type of development envisioned for different neighborhood edges throughout the City.

6D.P19 Develop and adopt standards for shade trees within parking lots to achieve the following:

- Reduced visual impact of large paved areas.

6D.P22 Develop signage design standards and guidelines to reduce visual dominance of signs and ensure consistent sign quality.

Downtown Gateway Segments

6D.G10 Promote the transitioning of the most visible and highly traveled streets that lead Downtown into the City's most prominent and grand corridors.

6D.P23 Utilize a multi -pronged approach for revitalization of these corridor segments, focused on re-use of underutilized or obsolete format commercial properties with a viable, active, and attractive mix of uses, including new residential development.

Mixed Use Blvd. Segments

6D.G12 Gradually improve the physical character of these corridor segments.

6D.P26 Utilize a multi -pronged approach for revitalization of these corridor segments, focused on re-use of underutilized or obsolete format commercial properties with a viable, active, and attractive mix of uses, including new residential development.

6D.P27 Enhance Foothill Boulevard with landscaped medians and sidewalk improvements, reduced commercial signage, and new entry gateway improvements at City boundaries.

6D.P28 Implement improved landscaping, sign elements, safe sidewalks and site furnishings to complete and define the street environment, emphasizing the view corridor down Foothill/Route 66.

Neighborhood Blvd. Segments

6D.G18 Create attractive, landscaped corridor segments that act as transitions between the City's major districts and centers.

6D.P33 Require architectural treatments, along with building massing, siting, and orientation, that ensure new development is compatible with the residential character of these corridor segments.

6D.P34 Plan a program of streetscape improvements including landscaped medians and continuous sidewalk tree canopies to make these segments more attractive and supportive of new housing infill.

Secondary Corridors

6D.G20 Improve the overall streetscape and development character of the City's secondary network of wider roads.

6D.P37 Plan a program of minor streetscape beautification improvements along these streets.

6E- Urban Neighborhood

6E.P4 Establish development regulations that control the height, massing, orientation, and siting of buildings in these neighborhoods to ensure that all new development contributes positively to the character of the neighborhood and maintains an appropriate relationship to adjacent, stable residential neighborhoods.

6E.P5 Require development to reduce height and intensity on portions of properties adjacent to stable residential neighborhoods. Permitted heights and intensities in these locations should be compatible with the scale of the existing residential neighborhood.

6F- Workplace Districts

6F.G4 Improve the physical character of workplace districts to complement the transition of the area to lighter industrial/higher technology uses.

6F.G8 Improve the physical character of existing concentrations of industrial and light industrial development to make them more attractive to new investment and more compatible with nearby residential neighborhoods.

6F.P2 Attract new businesses by encouraging existing development to implement site and building improvements and by upgrading the streetscape character of existing workplace districts.

6F.P4 Develop a streetscape program (including sidewalks, trees and signage) to complement the incremental transition of Workplace Districts to lighter industrial/higher technology uses.

6F.P7 Incorporate performance standards for screening, landscaping, noise and pollution emissions into the Zoning Ordinance to maintain a clean industrial environment.

6F.P11 Minimize the visual impact of industrial uses along the edges of industrial properties facing Reservoir Street and other streets that separate industrial development from residential uses. Employ measures such as:

- Landscaped medians.
- Street trees.
- Continuous linear parks with pedestrian/bike paths.
- Parkway landscaping and berms adjacent to residential areas.
- Parking lots and storage areas for industrial and commercial uses along rail corridors or highways.

6F.P13 Establish performance standards for noise, odor, glare and air quality for general industrial uses.

6F.P15 Maintain design and development standards aimed at improving the appearance of industrial uses.

6F.P16 Establish performance-based standards for industrial development to minimize resulting impacts, such as noise, glare, odor, air quality and screening of parking and loading areas. Establishment of these standards is especially critical where industrial uses come in contact with other uses, such as in the Reservoir Street and the East Holt Avenue areas.

6F.P18 Establish regulations that require building forms which create an appropriate edge to adjacent neighborhoods and can also accommodate higher value workplace uses.

6F.P19 Require appropriate types of landscaping to soften the visual impact of workplace development and act as a buffer to adjacent neighborhoods.

6G- Residential Neighborhoods

6G.G1 Pomona's neighborhoods are diverse and each neighborhood's character should be preserved and enhanced.

6G.G2 Preserve the scale and character of established neighborhoods and protect neighborhoods from changes Downtown, in transit oriented districts, and within Neighborhood Edges.

6G.G3 Improve neighborhoods exhibiting substandard conditions and declining private reinvestment.

6G.G4 Respect and maintain historic residential neighborhood scale and character.

6G.G7 Promote attractive community character as viewed from public streets, while providing adequate buffer areas between homes and heavily-traveled roads.

6G.G8 Ensure safe, family-oriented, human-scaled, walkable and livable residential neighborhoods.

6G.G9 Ensure continuity in development scale and character with careful transitions between areas of differing use composition and density.

6G.G10 Ensure that hillside development is sensitive to existing terrain, views and significant natural landforms or features.

6G.P1 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.

6G.P4 Improve the City's physical appearance through maintenance and façade renovations of older residential building stock.

6G.P7 Do not permit sound walls or perimeter walls along major streets or corridors, except along freeways and railroad tracks. In all other instances, permit sound walls only upon finding that alternative noise attenuation measures are not available.

7C- Open Space Network Component

Streetscape Improvements

7C.G12 Enhance the physical quality of wider arterial streets to improve the City's image.

7C.G14 Establish visual continuity along the City's major corridors.

7C.G15 Minimize the perception of street width along wide roadways.

7C.G16 Minimize the physical impact of Interstate 10 and its interchanges on the visual character and form of the City.

7C.P22 Develop a Design Guide for Street Improvements to be used by developers and consulting engineers that contains basic design and submittal information for street improvements, as well as a design review process for major arterials…

7C.P23 Require developers to install or contribute to streetscape improvements that are consistent with "Street Types" as development occurs.

7C.P25 Install special streetscape improvements along the City's major corridors that complement envisioned land uses and represent the cultural and historic character of Pomona as shown in Fig.7-C.4 Potential Concept Street Sections.

7C.P27 Support local utility providers in the under-grounding of utility wires. Work with Southern California Edison and other public agencies to underground overhead utility lines along major commercial corridors using Rule 20A monies and other funding sources.

7C.P28 Put forward a bond measure to Pomona voters or establish a Community Services District to provide local match funds for community appearance improvements, streetscape improvements and linear parks or medians for the City's major arterials.

7C.P29 Work with Caltrans to improve landscaping along I-10, SR-57, SR-71, and SR-60.

- Encourage Caltrans to incorporate more landscaping and the planting of trees.
- Lessen the visual impact of existing sound walls through the use of vegetation.
- Improve the visual character of freeway interchanges & overpasses through public art, landscaping, and improved lighting.

7C.P30 Pursue open space, landscape buffering, and linear parks along rail corridors to lessen the visual barrier created by them through the length of the City.

Gateways, Landmarks, Wayfinding, and Public Art

7C.G20 Create a positive experience for those entering Pomona or traveling along the City's major thoroughfares.

7C.G21 Physically accentuate gateways into Downtown and other important City districts.

7C.P31 Plan special gateway improvements at the City boundaries (as identified in the Public Space Network Diagram), including landscaping, signage, public art, landmarks, and other tools to create a positive experience for those entering Pomona.

- Create and implement sign controls within the vicinity of entry gateways in order to provide visibility for and emphasis upon gateway elements.
- Establish a clear and consistent identity for the City's gateways that distinguishes Pomona from adjacent communities.

7C.P32 Utilize Downtown-specific signage, landscape, and site elements as visual keys to demarcate entries into Downtown and emphasize connections with major institutions.

- Install unique streetscape improvements along corridors leading directly Downtown such as White Ave., Holt Ave., Mission Blvd., and Garey Ave.
- Highlight the location of Downtown with strategically-placed directional signage including near the Fairplex entries and exits.
- Employ signage and banner elements to represent the Fairplex.

7C.P33 Develop a wayfinding and signage scheme along the City's major corridors and streets that utilizes public art and street elements, such as banners and light fixtures, to reinforce the City's identity and geographic presence.

7C.P34 Use regulations to encourage buildings and other structures that are highly visible from I-10, SR-71, SR-57, and SR-60 to be designed with a quality and character that contributes to a positive image of Pomona.

7C.P35 Utilize creative design solutions (such as public art, landscaping, and improved lighting) to turn freeway overpasses into attractive, well-lit, and well-designed gateways into the City.

7C.P36 Encourage the placement of art at entry gateways into the City.

7D- Mobility and Access Component

Street System

7D.G-10 Develop beautiful, livable, safe, and multi -modal streets that are flattering to the City's identity.

7D.G-28 Ensure that parking facilities do not have a negative impact on the physical experience and character of Pomona's neighborhoods, districts, and corridors.

7D.P67 Avoid the appearance of a "sea of asphalt" in surface parking lot design and maximize shading with large trees planted throughout parking areas.

7E- Conservation Component

7E.P4 Protect natural vegetation in parks, open spaces, and scenic areas as wildlife habitat, to prevent erosion and to serve as noise and scenic buffers.

7E.P6 Ensure that lighting from new development adjacent to sensitive habitat, including in Phillips Ranch, Westmont Hill, Mountain Meadows and Ganesha Hills, minimizes nighttime lighting on these sensitive habitat areas.

7E.P8 Ensure that construction adjacent to open canyon areas is sensitive to the natural environment. Preserve to the fullest extent possible the natural topography and vegetation.

7E.P9 Preserve mature trees and vegetation, including wildflowers, along the City's scenic roadways.

7F- Community Design Component

Building, Site, and Landscape Design

7F.G1 Recognize the positive design features of the community and preserve and enhance those features.

7F.G2 Improve the livability and cultural life of the community through physical design considerations in areas where it is less than satisfactory such that the result is an environment defined by quality and cohesiveness.

7F.G3 Promote a positive image of Pomona on all levels to both residents and visitors alike.

7F.G4 Ensure high quality new development and redevelopment throughout the City that is designed appropriately to add value to its surrounding context.

7F.P1 Establish regulations that control building form so that new development contributes to the character envisioned in the various districts, centers, and neighborhoods identified in the Pomona Tomorrow General Plan diagram.

Hillside Development

7F.G5 Protect natural topographic features such as hillsides, ridgelines and mature trees and stands of trees.

7F.G6 Minimize the visual prominence of hillside development.

7F.G11 Increase public art throughout Pomona.

7F.P10 Prohibit development on hillsides and ridgelines where structures would interrupt the skyline.

7F.P11 During the review of public and private development projects, require visual impact analysis to ensure protection of views to natural areas from public streets, parks, trails and community facilities.

7F.P12 Take advantage of existing site features for screening, such as tree clusters, depressions in topography, hillside plateau areas and other natural features.

- Align and construct streets along natural grades. Minimize visibility of streets from other areas within the City.

7F.P13 Require that graded areas within new development be immediately re-vegetated.

7F.P14 Allow creative lot layouts such as clustering, flexible setbacks, shared driveways or flag lots if such approaches help to preserve contours and other natural features.

Corridors Specific Plan Community Objectives and Revitalization Strategies

1.1 Community Objectives

3. Beautify the Corridors: Begin the transformation of the visual character of Garey Avenue, Holt Avenue, Mission Boulevard and Foothill Boulevard from "anywhere strips" to their proper role

as iconic gateways to and from Downtown and to other key destinations, and as the city's most visible thoroughfares.

9. Strengthen Community Character: Ensure that new buildings and landscaping contribute to the emergence of an increasingly visible and memorable visual identity appropriate to Pomona's unique history and character.

11. Achieve the Long Term Vision Established in the General Plan: Ensure that new development along the corridors will be of high quality and is consistent with the City's long term vision.

1.2 Community Objectives

9. Relieve the Monotony and Enhance Corridor Identity: Instead of the continuous and undifferentiated variety that is typical of strips, promote a visual structure of sequences of identifiable place types – centers and segments – along the corridors. Focus capital improvements and new construction to foster the emergence of distinctive place-experiences that are immediately obvious to motorists and pedestrians, and that enhances ease of orientation as well as the visual character and appeal of the long corridor.

Mitigation Measures

No mitigation measures are necessary, as the proposed General Plan Update and Corridors Specific Plan policies fully mitigate the impacts.

Level of Significance After Policies/Mitigation Measures

Project impacts associated with Aesthetics would be less than significant under the proposed Pomona General Plan Update and Corridors Specific Plan. Goals, policies, and regulations in these documents would reinforce design standards, protect visual character and views, and enhance the city's existing aesthetic qualities while simultaneously accommodating projected growth.

4.2 AIR QUALITY

This section describes the existing air quality conditions within Pomona and the potential impacts on air quality from the General Plan Update, Corridors Specific Plan, Active Transportation Plan and Green Plan. Information for this section is based in part on data from the South Coast Air Quality Management District (SCAQMD) and the California Air Resources Board (CARB). Greenhouse gases and global climate change are discussed in Section 4.15, *Greenhouse Gases*.

4.2.1 Environmental Setting

Climate

Pomona is located within the South Coast Air Basin (Basin), so named because its geographical formation is that of a basin, with the surrounding mountains trapping the air and its pollutants in the valleys below. The basin includes all of Orange County and the non-desert portions of Los Angeles, San Bernardino, and Riverside Counties. The regional climate within the basin is considered semi-arid and is characterized by warm summers, mild winters, infrequent seasonal rainfall, moderate daytime onshore breezes, and moderate humidity.

Specifically, Pomona is located in eastern Los Angeles County. The annual average temperature in the city ranges from 48 to 77 degrees Fahrenheit (°F). The area also experiences a typical daily wind pattern of daytime onshore sea breezes (from the west) and nighttime land breezes. This pattern is broken only by occasional winter storms and infrequent strong northeasterly (from the northeast) Santa Ana winds from the mountains and deserts north of the basin. On practically all spring and early summer days, the daily wind patterns flush much of the basin with high levels of air pollutants. From late summer through the winter months, the flushing is less pronounced because of lighter wind speeds.

Air Pollutants

Air pollutant emissions within the basin are generated by stationary, mobile, and natural sources. Stationary sources can be divided into two major subcategories: point and area sources. Point sources occur at an identified location and are usually associated with manufacturing and industry. Construction activities such as excavation and grading also contribute to point source emissions. Typical examples are boilers or combustion equipment that produce electricity or generate heat. Area sources are widely distributed and produce many small emissions. Typical examples of area sources include residential and commercial water heaters, painting operations, portable generators, lawn mowers, agricultural fields, landfills, and consumer products such as barbeque lighter fluid and hair spray. Mobile sources refer to emissions from on- and off-road motor vehicles, including tailpipe and evaporative emissions. On-road sources may be legally operated on roadways and highways. Off-road sources include aircraft, trains, and construction vehicles. Mobile sources account for the majority of the air pollutant emissions within the Basin. Air pollutants can also be generated by the natural environment. An example of this is when fine dust particles are pulled off the ground surface and suspended in the air during periods of high winds.

The definitions of the six primary criteria pollutants, including ozone (O_3), carbon monoxide (CO), nitrogen dioxide (NO_2), sulfur dioxide (SO_2), particulates less than 10 and 2.5 microns in diameter (PM_{10} and $PM_{2.5}$), and lead (Pb) are provided below.

- *Ozone*. Ozone is produced by a photochemical reaction (triggered by sunlight) between nitrogen oxides (NO_X) and reactive organic gases (ROG). NO_X is formed during the combustion of fuels, while reactive organic gases are formed during combustion and evaporation of organic solvents. Because ozone requires sunlight to form, it mostly occurs in substantial concentrations between the months of April and October. Ozone is a pungent, colorless toxic gas with direct health effects on humans including respiratory and eye irritation and possible changes in lung functions. Groups most sensitive to ozone include children, the elderly, persons with respiratory disorders, and people who exercise strenuously outdoors.
- *Carbon Monoxide*. CO is a local pollutant that is found in high concentrations only near a source of carbon monoxide. The major source of CO, a colorless, odorless, poisonous gas, is automobile traffic. Elevated concentrations, therefore, are usually only found near areas of high traffic volumes. Health effects from CO are related to its affinity for hemoglobin in the blood. At high concentrations, CO reduces the amount of oxygen in the blood, causing heart difficulty in people with chronic diseases, reduced lung capacity and impaired mental abilities.
- *Nitrogen Dioxide*. NO_2 is a by-product of fuel combustion, with the primary source being motor vehicles and industrial boilers and furnaces. The principal form of nitrogen oxide produced by combustion is nitric oxide (NO), but NO reacts rapidly to form NO_2, creating the mixture of NO and NO_2 commonly called NO_X. Nitrogen dioxide is an acute irritant. A relationship between NO_2 and chronic pulmonary fibrosis may exist, and an increase in bronchitis in young children at concentrations below 0.3 parts per million (ppm) may occur. NO_2 absorbs blue light and causes a reddish brown cast to the atmosphere and reduced visibility. It can also contribute to the formation of PM_{10} and acid rain.
- *Suspended Particulates*. Atmospheric particulate matter is comprised of finely divided solids and liquids such as dust, soot, aerosols, fumes, and mists. The particulates that are of particular concern are PM_{10} (which measures no more than 10 microns in diameter) and $PM_{2.5}$, (a fine particulate measuring no more than 2.5 microns in diameter). The characteristics, sources, and potential health effects associated with the small particulates (those between 2.5 and 10 microns in diameter) and $PM_{2.5}$ can be different. Major man-made sources of PM_{10} are agricultural operations, industrial processes, combustion of fossil fuels, construction, demolition operations, and entrainment of road dust into the atmosphere. Natural sources include windblown dust, wildfire smoke, and sea spray salt. The finer, $PM_{2.5}$ particulates are generally associated with combustion processes as well as being formed in the atmosphere as a secondary pollutant through chemical reactions. $PM_{2.5}$ is more likely to penetrate deeply into the lungs and poses a serious health threat to all groups, but particularly to the elderly, children, and those with respiratory problems. More than half of the small and fine particulate matter that is inhaled into the lungs remains there, which can cause permanent lung damage. These materials can damage health by interfering with the body's mechanisms for clearing the respiratory tract or by acting as carriers of an absorbed toxic substance.
- *Sulfur dioxide* (SO_2). SO_2 is a colorless, extremely irritating gas or liquid. It enters the atmosphere as a pollutant mainly as a result of burning high sulfur-content fuel oils and coal, and from chemical processes occurring at chemical plants and refineries.
- *Lead* (Pb). Lead occurs in the atmosphere as particulate matter. The combustion of leaded gasoline is the primary source of airborne lead in the Basin. The use of leaded gasoline is no

longer permitted for on-road motor vehicles; therefore, most lead combustion emissions are associated with off-road vehicles such as racecars. Other sources of lead include the manufacturing and recycling of batteries, paint, ink, ceramics, ammunition, and secondary lead smelters.

- *Toxic Air Contaminants*. Toxic air contaminants are airborne substances that are capable of causing chronic (i.e., of long duration) and acute (i.e., severe but of short duration) adverse effects on human health. They include both organic and inorganic chemical substances that may be emitted from a variety of common sources including gasoline stations, motor vehicles, dry cleaners, industrial operations, painting operations, and research and teaching facilities. Toxic air contaminants are different than the "criteria" pollutants previously discussed in that ambient air quality standards have not been established for them, largely because there are hundreds of air toxics and their effects on health tend to be local rather than regional.

4.2.2 Regulatory Framework

The federal and state governments have been empowered by the federal and state Clean Air Acts to regulate the emission of airborne pollutants. The United States Environmental Protection Agency (USEPA) is the federal agency designated to administer air quality regulation, while the Air Resources Board (ARB) is the state equivalent. Local control in air quality management is provided by the ARB through multi-county and county-level Air Pollution Control Districts (APCDs). The ARB establishes statewide air quality standards and is responsible for the control of mobile emission sources, while the local APCDs are responsible for enforcing standards and regulating stationary sources. Pomona is under the jurisdiction of the South Coast Air Quality Management District (SCAQMD), a multi-county APCD.

Both the federal and state governments have established ambient air quality standards for outdoor concentrations of various pollutants. Federal and state standards have been established for ozone (O_3), carbon monoxide (CO), nitrogen dioxide (NO_2), sulfur dioxide (SO_2), particulates less than 10 and 2.5 microns in diameter (PM_{10} and $PM_{2.5}$), and lead (Pb). The national and state ambient air quality standards have been set at levels whose concentrations could be generally harmful to human health and welfare and to protect the most sensitive persons from illness or discomfort with a margin of safety. Table 4.2-1 illustrates the current Federal and State Ambient Air Quality Standards.

Table 4.2-1 Current Federal and State Ambient Air Quality Standards

Pollutant	*Federal Standard*	*California Standard*
Ozone	0.075 ppm (8-hr avg)	0.07 ppm (8-hr avg) 0.09 ppm (1-hr avg)
Carbon Monoxide	9.0 ppm (8-hr avg) 35.0 ppm (1-hr avg)	9.0 ppm (8-hr avg) 20.0 ppm (1-hr avg)
Nitrogen Dioxide	100 ppb (1-hr avg) 0.053 ppm (annual avg)	0.18 ppm (1-hr avg) 0.03 ppm (annual avg)
Sulfur Dioxide	0.03 ppm (annual avg) 0.14 ppm (24-hr avg) 75 ppb (1-hr avg)	0.04 ppm (24-hr avg) 0.25 ppm (1-hr avg)
Lead	1.5 μg/m^3 (3-month avg)	1.5 μg/m^3 (30-day avg)

Table 4.2-1 Current Federal and State Ambient Air Quality Standards		
Particulate Matter (PM_{10})	150 μg/m³ (24-hr avg)	20 μg/m³ (annual avg) 50 μg/m³ (24-hr avg)
Fine Particulate Matter ($PM_{2.5}$)	15 μg/m³ (annual avg) 35 μg/m³ (24-hr avg)	12 μg/m³ (annual avg)

SOURCE: California Air Resources Board, http://www.arb.ca.gov/research/aaqs/aaqs2.pdf, June, 2012
ppm = parts per million, ppb = parts per billion, μg/m³ = micrograms per cubic meter

Current Ambient Air Quality

The SCAQMD monitors air pollutant levels to assure that the air quality standards are met, and if they are not met, develop strategies to meet the standards. Depending on whether or not the standards are met or exceeded, the air basin is classified as being in "attainment" or as "nonattainment." The South Coast Air Basin (Basin), in which the project site is located, is a non-attainment area for both the federal and state standards for ozone, and $PM_{2.5}$. In 2011, the Basin did not exceed the standards for carbon monoxide, nitrogen dioxide, or sulfur dioxide. The Basin has met the PM_{10} standards at all stations and a request for re-designation to attainment is pending with U.S. EPA (2012 Air Quality Management Plan, 2012). In 2011, both the annual $PM_{2.5}$ standard (15 μg/m³) and the 24-hour $PM_{2.5}$ standard (98th percentile greater than 35 μg/m³) were exceeded at only one air monitoring station, Mira Loma, in Northwestern Riverside County. Non-attainment status within the Basin is a result of several factors, primarily the naturally adverse meteorological conditions that limit the dispersion and diffusion of pollutants (surface and subsidence inversions), the limited capacity of the local airshed to eliminate pollutants from the air, and the number, type, and density of emission sources within the Basin.

In an effort to monitor the various concentrations of air pollutants throughout the basin, the SCAQMD has divided the region into 38 source receptor areas (SRAs) in which over 30 monitoring stations operate. Pomona is located within SRA 10, which covers the Pomona/Walnut Valley area. Ambient air pollutant concentrations within SRA 10 are monitored at Cal Poly Pomona. Of the air pollutants discussed previously, only ambient concentrations of ozone, CO, and NO_2 are monitored within SRA 10. Table 4.2-2 provides a summary of ambient air quality measured within SRA 10 through the period of 2009 to 2011. As of 2011, ambient ozone concentrations in SRA 10 regularly exceed both national and state standards, while standards for the other criteria pollutants have not been exceeded during this period.

Table 4.2-2 Summary of Ambient Air Quality in the Pomona/Walnut Valley Area (SRA 10)

Pollutant	*Air Quality Standards*	*Year*		
		2009	*2010*	*2011*
Ozone				
Maximum 1-hour concentration in ppm		0.138	0.115	0.119
Number of days exceeding State 1-hour standard	>0.09 ppm	25	9	15
Maximum 8-hour concentration in ppm		0.100	0.082	0.096
Number of days exceeding national 8-hour standard	>0.075 ppm	21	4	16
Number of days exceeding State 8-hour standard	>0.070 ppm	37	12	24

Table 4.2-2 Summary of Ambient Air Quality in the Pomona/Walnut Valley Area (SRA 10)				
Carbon Monoxide (CO)				
Maximum 1-hour concentration in ppm		3	3	-
Number of days exceeding national 1-hour standard	>35 ppm	0	0	-
Number of days exceeding State 1-hour standard	>20 ppm	0	0	-
Maximum 8-hour concentration in ppm		1.8	1.8	-
Number of days exceeding national 8-hour standard	>9.0 ppm	0	0	-
Number of days exceeding State 8-hour standard	>9.0 ppm	0	0	-
Nitrogen Dioxide (NO_2)				
Maximum 1-hour concentration in ppm		0.10	0.097	-
Number of days exceeding State 1-hour standard	>0.25 ppm	0	0	-

SOURCES: Ozone: California Air Resources Board, Air Quality Data Statistics, 2012 http://www.arb.ca.gov/adam/index.html; Carbon Monoxide and Nitrogen Dioxide: SCAQMD 2009, 2010

NOTES: See Table 4.2-1 for Air Quality Standards. Ambient concentrations of PM_{10}, $PM_{2.5}$, and SO_2 are not monitored in SRA 10. CO and NO_2 data not available for year 2011.

Air Quality Management

Under state law, the SCAQMD is required to prepare an overall plan for air quality improvement for the South Coast Air Basin, known as the Air Quality Management Plan (AQMP). AQMPs are required to be updated every three years. Each iteration of the plan is an update of the previous plan and has a 20-year horizon. The most recent AQMP was adopted in by the SCAQMD in December 2012. The purpose of the 2012 Air Quality Management Plan (AQMP or Plan) for the South Coast Air Basin (Basin) is to establish a comprehensive and integrated program that will bring the Basin into compliance with the federal 24-hour $PM_{2.5}$ air quality standard, and to provide an update to the Basin's commitments towards meeting the federal 8-hour ozone standards. The Plan also includes specific measures to further implement the ozone strategy in the 2007 AQMP to assist attaining the 8-hour ozone standard by 2023. The control measures contained in the Final 2012 AQMP can be categorized as follows:

- *Basin-wide Short-term $PM_{2.5}$ Measures.* Measures that apply Basin-wide, have been determined to be feasible, will be implemented by the 2014 attainment date, and are required to be implemented under state and federal law. The main short-term measures are episodic, in that they only apply during high $PM_{2.5}$ days and will only be implemented as needed to achieve the necessary air quality improvements.

- *Contingency Measures.* Measures to be automatically implemented if the Basin fails to achieve the 24-hour $PM_{2.5}$ standard by 2014.

- *8-hour Ozone Measures.* Measures that provide for necessary actions to maintain progress towards meeting the 2023 8-hour ozone NAAQS, including regulatory measures, technology assessments, key investments, and incentives.

- *Transportation Control Measures.* Measures generally designed to reduce vehicle miles travelled (VMT) as included in SCAG's 2012 Regional Transportation Plan.

Many of the control measures proposed are not regulatory in form, but instead focus on incentives, outreach, and education to bring about emissions reductions through voluntary participation and behavioral changes needed to complement regulations.

Sensitive Receptors

Ambient air quality standards have been established to represent the levels of air quality considered sufficient, with an adequate margin of safety, to protect public health and welfare. They are designed to protect that segment of the public most susceptible to respiratory distress, such as children under 14; the elderly over 65; persons engaged in strenuous work or exercise; and people with cardiovascular and chronic respiratory diseases. The majority of sensitive receptor locations are therefore schools and hospitals.

4.2.3 Thresholds of Significance

The analysis of the General Plan Update and Corridors Specific Plan's air quality impacts follows the guidance and methodologies recommended in the SCAQMD *Guidance Document for Addressing Air Quality Issues in General Plans and Local Planning* (2005) as well as Appendix G of the *State CEQA Guidelines*.

The SCAQMD has adopted numeric significance thresholds for individual development projects. However, use of these thresholds would not be appropriate for a General Plan since they are for individual projects while the General Plan EIR considers the cumulative effect of all individual projects within the city.

Therefore, the criteria used to determine the significance of impacts are taken from the checklist contained in Appendix G of the *State CEQA Guidelines*. According to the Guidelines, General Plan implementation would result in a significant impact to air quality if it would:

- Conflict with or obstruct implementation of the applicable air quality plan;
- Violate any air quality standard or contribute substantially to an existing or project air quality violation;
- Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed qualitative thresholds for ozone precursors);
- Expose sensitive receptors to substantial pollutant concentrations; and
- Create objectionable odors affecting a substantial number of people.

The proposed Corridors Specific Plan is consistent with and implements the vision, goals, and policies established in the General Plan Update as they specifically relate to the Garey Avenue, Holt Avenue, Mission Boulevard and Foothill Boulevard corridors. Therefore, air quality impacts associated with implementation of the Corridors Specific Plan would necessarily be included in the overall discussion of impacts associated with implementation of the General Plan Update. Similarly, the ATP and Green Plan implement the visions, goals and policies of the General Plan Update in relation to increased use of alternative forms of transportation and reduction of greenhouse gases. The impacts these plans would

have on reduction of air emissions are included in the overall discussion of impacts associated with implementation of the General Plan Update.

Per the SCAQMD *CEQA Air Quality Handbook* (1993), the following indicators address the General Plan's consistency with the 2012 AQMP:

- Whether the project would result in an increase in the frequency or severity of existing air quality violations or cause or contribute to new violations, or delay timely attainment of air quality standards or the interim emission reductions specified in the 2012 AQMP; and
- Whether the project would exceed the 2012 AQMP assumptions for 2030 or yearly increments based on the year of the project buildout.

4.2.4 Project Impacts and Mitigation

Project Impacts

Threshold	Would the proposed project conflict with or obstruct implementation of the applicable air quality plan?

Impact 4.2-1 **Implementation of the General Plan Update, Corridors Specific Plan, ATP and Green Plan would be consistent with the 2012 AQMP growth forecast and air quality control measures. Impacts would be Class III, *less than significant*.**

Long-term emissions associated with future development in Pomona as envisioned in the General Plan Update and Corridors Specific Plan are those associated with vehicle trips and stationary sources (electricity and natural gas). Emissions associated with individual projects, depending on project type and size, could exceed project-specific thresholds established by the SCAQMD. However, such projects will be required to undergo independent project-level CEQA review and to include mitigation measures to address potential impacts. The discussions that follow address consistency of the General Plan Update with the growth and emissions forecasts upon which the AQMP is based and with applicable AQMP control measures.

Projects that are consistent with the projections of employment and population forecasts identified in the Regional Comprehensive Plan (RCP) prepared by the Southern California Association of Governments (SCAG) are considered consistent with the AQMP growth projections, since the RCP forms the basis of the land use and transportation control portions of the AQMP. The RCP is broken up into nine chapters that include key areas where resource management is necessary due to the urban growth the area experiences. SCAG's most recent population projections are made through SCAG's 2012 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) and are the basis for growth for the RCP.

According to SCAG's 2012 RTP/SCS growth forecasts, Pomona will have a resident population of 197,400 in 2035. As discussed in Section 2.0(Project Description) of this EIR, implementation of the proposed General Plan Update and Corridors Specific Plan would facilitate population growth through increased residential development in line with SCAG forecasts. Implementation of the proposed General

Plan Update and Corridors Specific Plan would facilitate population growth through increased residential development. As discussed in Section 2.0, Project Description, population growth forecasts upon which the analysis contained in this EIR are based are in line with SCAG forecasts, which are based on historic growth trends and projected statewide and regional population growth. Average annual population growth in Pomona was 1.3% between 1990 and 2000. From 2000-2010, the City experienced a population decline that averaged -0.1% annually. Through 2035, however, SCAG forecasts regionwide population growth of 0.6% annually and forecasts an annual population growth rate of 1.2% annually for Pomona. These population growth forecasts consider demographic factors, such as fertility rates, survival rates and migration rates, as well as 2010 Census household and population data and economic data published in 2011 by the Employment Development Department. For more detail see Chapter 2.0, *Project Description*. Although the land use designations in the proposed General Plan Update and Corridors Specific Plan could theoretically accommodate higher levels of growth than SCAG forecasts for the City, use of the maximum theoretical buildout under the proposed land use designations would overstate the amount of growth that is likely to occur within the General Plan horizon. The SCAG forecasts are considered a reasonable estimate of the likely level of growth in Pomona through 2035. Because the AQMP growth projections are based on SCAG population levels, the increase in population growth associated with the General Plan Update and Corridors Specific Plan would therefore be consistent with the population growth assumption in the AQMP. In addition, the General Plan Update policies and the Corridors Specific Plan development standards focus on strategic infill development and land re-use, as only 600 acres (5%) of the city remain vacant. Therefore, growth facilitated by the General Plan Update and Corridors Specific Plan is anticipated to be within AQMP forecasts.

Also, by promoting intensification and reuse of already developed lands as opposed to low density development on undeveloped lands, the General Plan Update and Corridors Specific Plan aim to reduce reliance on the drive-alone automobile. A reduction in vehicle use and vehicle miles traveled can result in a reduction in fuel consumption and in air pollutant emissions. Recent research indicates that infill development reduces vehicle miles traveled (VMT) and associated air pollutant emissions as compared to development on sites at the periphery of metropolitan areas, also known as "greenfield" sites. For example, a 1999 simulation study conducted for the U.S. EPA comparing infill development to greenfield development found that infill development results in substantially fewer VMT per capita (39% to 52%) and generates fewer emissions of most air pollutants and greenhouse gases (see Table 4.2-3, overleaf). Similarly, a 2007 study prepared by the Urban Land Institute (Ewing et al., 2007) found that compact development has the potential to reduce VMT per capita by anywhere from 20-40% relative to sprawl.

Overall, the proposed General Plan Update and Corridors Specific Plan call for higher density, mixed use, walkable development around activity centers and transit stations. In addition, the aging commercial corridors are planned as revitalization areas, with new mixed-use developments proposed near freeway-accessible locations. By increasing the overall population density of the community in combination with encouraging mixed land uses and improved access to sustainable transportation solutions, including improvements in the active transportation network through implementation of the ATP, implementation of the General Plan Update and Corridors Specific Plan would be expected to generally reduce per capita automobile trips and travel distances as compared to existing conditions or a lower density development strategy. The potential for VMT reduction through provision of more compact mixed use urban forms,

which are conducive to biking and walking, is explored further in the Active Transportation Appendix of the 2012-2035 SCAG RTP/SCS (p. 42). In that document more compact urban development, combined with improvements in the active transportation network and coordination between sustainable modes of transport is expected to result in a mode shift away from vehicle use resulting in a relative reduction in regional VMT of approximately 7.8 million miles and 20.4 million miles for 2020 and 2035, respectively. Given that the proposed General Plan Update and Corridors Specific Plan would both facilitate more compact development as well as provide access to transit via both bicycling and walking, these two plans would generally reduce per capita air pollutant emissions associated with vehicle use, which is consistent with the AQMP.

Table 4.2-3 Comparison of VMT and Emissions: Infill versus Greenfield Development

Case Study	*Per Capita Daily VMT, Infill as a Percentage of Greenfield*	*Emissions, Infill as a Percentage of Greenfield*	
San Diego, CA	52%	CO	88%
		NO_x	58%
		SO_x	51%
		PM	58%
		CO_2	55%
Montgomery County, MD	42%	CO	52%
		NO_x	69%
		SO_x	110%
		PM	50%
		CO_2	54%
West Palm Beach, FL	39%	CO	75%
		NO_x	72%
		SO_x	94%
		PM	47%
		CO_2	50%

Source: Allen, E., Anderson, G., and Schroeer, W., "The Impacts of Infill vs. Greenfield Development: A Comparative Case Study Analysis," U.S. Environmental Protection Agency, Office of Policy, EPA Publication #231-R-99-005, September 2, 1999.

Recent history shows that improvements to air quality can be achieved during periods of healthy economic growth. As shown in Figure 4.2-1, overleaf, approximately 50% air quality improvements were realized over a time period where the Basin's population and Gross Domestic Product (GDP, inflation adjusted) increased by approximately 22% and 42%, respectively (SCAQMD, 2012).

Overall, the General Plan Update and the Corridors Specific Plan focus Pomona's future growth within corridor opportunities, the Downtown, and strategic expansion areas (i.e. Fairplex, Cal Poly Pomona, and Lanterman Center). At the same time, there is an emphasis on expanding transportation and sustainable development solutions as part of future development that would reduce air quality impacts, including the policies and projects outlined in the ATP and Green Plan. Numerous goals included in the General Plan Update, ATP and Green Plan are consistent with this vision. These include Goal 7D.G3, which supports

regional efforts to reduce greenhouse gas (GHG) emissions from cars and light trucks as well as Goal 7D.G6, which supports the expansion of existing regional transit (bus and light rail) and development of a statewide high-speed rail network. In addition, Goal 7D.G7 promotes a multi -modal transportation system that serves and is served by the future city structure, while the desire to adopt land use policies that emphasize transit oriented development near existing or planned transit corridors is expressed as Goal 7D.G17. This is a small sample of the goals and policies included in the General Plan Update that emphasize expanding transportation and sustainable development solutions within the city; the remaining goals and policies are listed in at the end of this section.

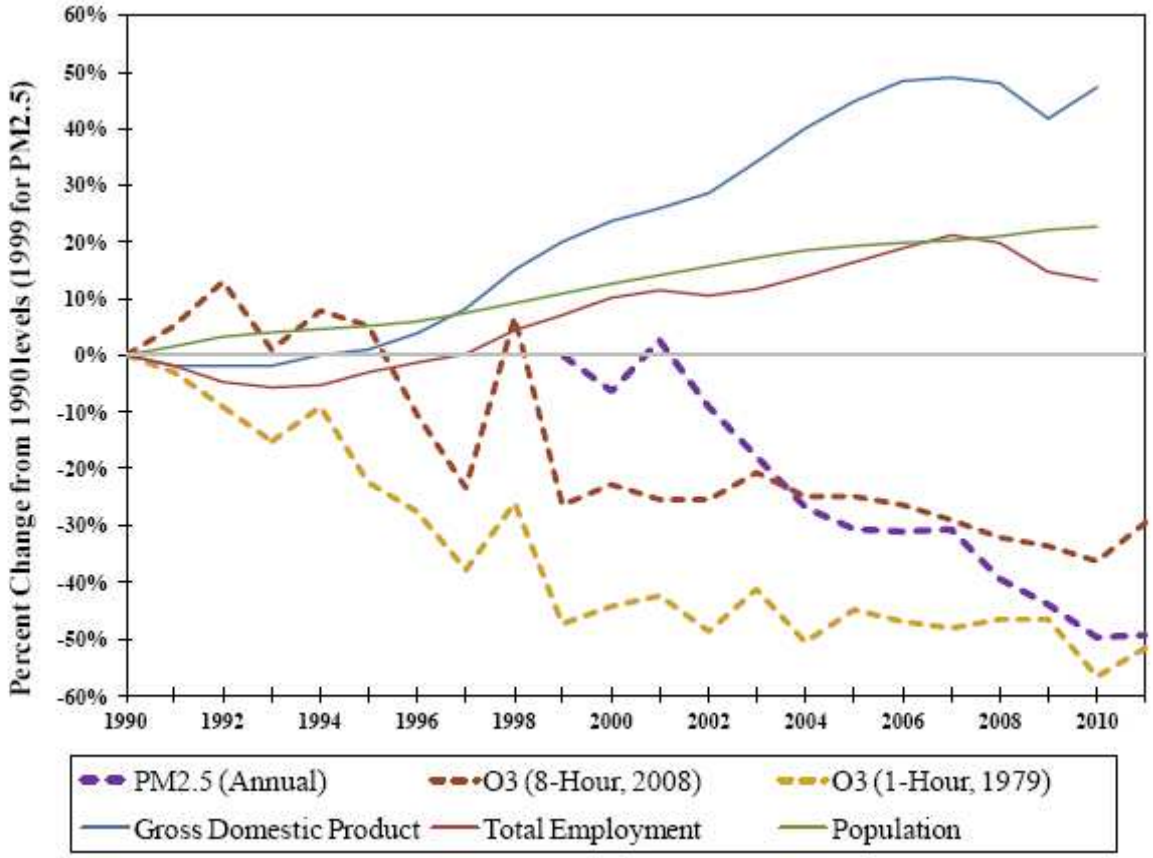


Figure 4.2-1
Percent Change in Air Quality Along with Demographic Data from the 4-County Region
Source: SCAQMD, 2012 AQMP, Figure 1-5

Consistency with the 2012 AQMP is also a function of consistency with applicable AQMP control measures. The AQMP includes specific control measures to reduce air pollutant emissions in order meet federal and state air quality standards. One of the most important methods the AQMP relies on to achieve its goals is the use of emission control measures, many of which were established as part of the previous AQMP adopted in 2007. For example, between 2008 and 2011, twelve control measures or rules were adopted or amended by the SCAQMD. Adoption of these measures will result in a reduction of 22.5 tons per day of VOC, 7.6 tons per day of NOx, 4.0 tons per day of SOx, and 1.0 ton per day of $PM_{2.5}$ reductions by 2014. Additional reductions from these adopted rules will also be achieved by 2023.

The 2012 AQMP emission control measures most applicable to the proposed General Plan Update and Corridors Specific Plan are the transportation control measures (TCMs), which are based on SCAG's adopted 2012-2035 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) and 2011 Federal Transportation Improvement Program (FTIP). The measures proposed improve every component of the regional multi-modal transportation system, including:

- Active transportation
- Transportation demand management (TDM)
- Transportation system management (TSM)
- Transit
- Passenger and high-speed rail
- Goods movement
- Aviation and airport ground access
- Highways
- Arterials
- Operations and maintenance

Table 4.2-4 lists applicable TCMs and the corresponding General Plan Update and the Corridor Specific Plan goals/polices that support each TCM.

Table 4.2-4 Applicable GP/SP Consistency with SCAQMD Transportation Control Measures

Transportation Control Measure	*General Plan Update & Corridor Specific Plan Goal or Policy*
Section 108 (f) 1. Programs for Improved Public Transit	Goal 7D.G7: Promote a multi-modal transportation system that serves and is served by the future City structure, as illustrated in the Pomona Tomorrow General Plan diagram [in the General Plan Update]. Goal 7D.G9: Expand the choices of available transportation modes to effectively increase the freedom of movement for Pomona's residents and reduce reliance on the automobile. Goal 7D.G16: Encourage the use of public transportation, especially for commute trips, and increase Citywide transit ridership. Policy 7D.P6: Support increased and more reliable funding for Metrolink and regional bus service to increase the frequency of service and number of stations on lines serving Pomona and adjacent communities. Policy 7D.P9: Prepare an Active Transportation Plan to improve neighborhood connectivity for bicycles, pedestrians, and neighborhood electric vehicles (NEVs). [The proposed ATP implements this policy and is included as part of the proposed project] Policy 7D.P10: Require proposed development to implement or fund capital improvements to 1) maintain sidewalks, roadway paving, and landscaping 2) implement streetscape design improvements, and 3) accommodate growth with an emphasis on reduced reliance on the automobile. Policy 7D.P25: Continue to support Downtown Pomona as a transit and pedestrian-oriented district. Policy 7D.P26: Work with transit operators and private developers to provide amenities such as benches, shelters, lighting, and bus arrival information at bus stops and consider the needs of seniors and persons with disabilities. Policy 7D.P28: Support efforts for transit oriented development in Downtown Pomona, near both Metrolink stations and at the Fairplex and Lanterman sites. Policy 7D.P31: Require site designs that complement transit stops and pedestrian linkages nearby. Policy 7D.61: Develop scalable TDM solutions for new development based upon land use types and site features.

Table 4.2-4 Applicable GP/SP Consistency with SCAQMD Transportation Control Measures

Transportation Control Measure	*General Plan Update & Corridor Specific Plan Goal or Policy*
Section 108 (f) 3. Employer-Based Transportation Management Plans, Including Incentives	Policy 7D.P58: Encourage existing major employers to develop and implement TDM programs to reduce peak-period trip generation. Policy 7D.P60: Assign trip reduction credits and reduced transportation impact fees for demonstrated commitment to TDM strategies. Policy 7D.P63: Establish a TDM program for City of Pomona employees. Policy 7D.P64: Collaborate with Cal Poly to minimize the impact of future enrollment growth on local traffic and parking demand, such as through TDM and parking measures.
Section 108 (f) 5. Traffic Flow Improvement Programs that Achieve Emissions Reductions	Goal 7D.G1: Distribute vehicular, transit, bicycle, and pedestrian traffic appropriately throughout the City. Goal 7D.G7: Promote a multi-modal transportation system that serves and is served by the future City structure, as illustrated in the Pomona Tomorrow General Plan diagram [in the General Plan Update]. Policy 7D.P8: Develop a master street layout that promotes short blocks and better connections throughout the City's neighborhoods, and require individual developments to incorporate these into their layout. Goal 7D.G9: Expand the choices of available transportation modes to effectively increase the freedom of movement for Pomona's residents and reduce reliance on the automobile. Policy 7D.P9: Prepare an Active Transportation Plan to improve neighborhood connectivity for bicycles, pedestrians, and neighborhood electric vehicles (NEVs). [The proposed ATP implements this policy and is included as part of the proposed project] Policy 7D.P13: Develop a Citywide Intelligent Transportation System (ITS) plan to maximize the efficiency of the transportation system through advanced technologies, such as adaptive signal controls, CCTV cameras, and real-time transit information and real-time parking availability. Policy 7D.P15: Use the Motor Vehicle Level of Service (LOS) Guidelines and the Traffic Congestion Management Policy to pursue efficient, balanced, multi-modal circulation. Goal 7D.G16: Encourage the use of public transportation, especially for commute trips, and increase Citywide transit ridership.
Section 108 (f) 7. Programs to Limit or Restrict Vehicle Use in Downtown Areas or Other Areas of Emission Concentration Particularly During Periods of Peak Use	Goal 7D.G1: Distribute vehicular, transit, bicycle, and pedestrian traffic appropriately throughout the City. Goal 7D.G7: Promote a multi -modal transportation system that serves and is served by the future City structure, as illustrated in the Pomona Tomorrow General Plan diagram [in the General Plan Update]. Goal 7D.G16: Encourage the use of public transportation, especially for commute trips, and increase Citywide transit ridership. Goal 7D.G17: Adopt land use policies that emphasize transit oriented development near existing or planned transit corridors. Goal 7D.G21: Develop a comprehensive bicycle network that connects local and regional commuter and recreation routes. Goal 7D.G25: Use TDM tools on a Citywide basis to encourage and create incentives for the use of alternate travel modes for various project sizes and land uses. Policy 7D.P25: Continue to support Downtown Pomona as a transit and pedestrian-oriented district. Policy 7D.P28: Support efforts for transit oriented development in Downtown Pomona, near both Metrolink stations and at the Fairplex and Lanterman sites.

Table 4.2-4 Applicable GP/SP Consistency with SCAQMD Transportation Control Measures

Transportation Control Measure	*General Plan Update & Corridor Specific Plan Goal or Policy*
	Policy 7D.P30: Collaborate with Cal Poly to promote measures to enhance transit access and service at the campus. 7D.P58: Encourage existing major employers to develop and implement TDM programs to reduce peak-period trip generation.
Section 108 (f) 8. Programs For the Provision of All Forms of High-Occupancy, Shared-Ride Services	Goal 7D.G3: Support regional efforts to the extent feasible, to reduce greenhouse gas (GHG) emissions from cars and light trucks. Goal 7D.G6: Support the expansion of existing regional transit (bus and light rail) and development of a statewide high-speed rail network. Goal 7D.G19: Improve pedestrian safety and comfort along City streets, particularly in residential neighborhoods and areas where significant pedestrian activity is envisioned as identified in Section 6 Pomona Tomorrow [of the General Plan Update]. Goal 7D.G20: Foster walkable and accessible street environments that connect Pomona's many unique neighborhoods and districts. Goal 7D.G21: Develop a comprehensive bicycle network that connects local and regional commuter and recreation routes.
Section 108 (f) 9. Programs to Limit Portions of Road Surfaces or Certain Sections of the Metropolitan Area to the Use of Non-Motorized Vehicles or Pedestrian Use, Both as to Time and Place	Goal 7D.G9: Expand the choices of available transportation modes to effectively increase the freedom of movement for Pomona's residents and reduce reliance on the automobile. Goal 7D.G19: Improve pedestrian safety and comfort along City streets, particularly in residential neighborhoods and areas where significant pedestrian activity is envisioned as identified in Section 6 Pomona Tomorrow [of the General Plan Update]. Goal 7D.G20: Foster walkable and accessible street environments that connect Pomona's many unique neighborhoods and districts. Policy 7D.P34: Develop an Active Transportation Plan [included as part of the proposed project] that provides guidelines for public corridors, crosswalks, pathways and stairs, as well as policies for pedestrian improvement projects and priorities. Policy 7D.P36: When designing streetscape and circulation improvements, balance pedestrian needs with the needs of other transportation modes and put a higher priority on pedestrian facilities in areas of high pedestrian activity such as in Downtown, Neighborhood Centers, Transit Oriented Districts and near school sites. Policy 7D.P37: Conduct an inventory of key pedestrian facilities and routes to identify missing or deficient links, pedestrian crossings or intersections, and focusing initially on transit and pedestrian oriented districts. Policy 7D.P40: Integrate pedestrian projects into the Capital Improvement Program and consider opportunities to make pedestrian improvements concurrently with other roadway improvements.
Section 108 (f) 10. Programs for Secure Bicycle Storage Facilities and Other Facilities, Including Bicycle Lanes, for the Convenience and Protection of Bicyclists, in Both Public and Private Areas	Goal 7D.G21: Develop a comprehensive bicycle network that connects local and regional commuter and recreation routes. Goal 7D.G23: Ensure bicycle safety through engineering, education and enforcement programs. Goal 7D.G24: Require new development or redevelopment to provide bicycle parking where appropriate and ensure it is located in safe, prominent locations. Policy 7D.P48: Develop an Active Transportation Plan [included as part of the proposed project] to establish potential bikeway corridors, prioritize improvements and qualify for state bicycle funding. Policy 7D.P49: Create pedestrian and bicycle-only cut-throughs to supplement shorter blocks and enhance neighborhood interconnectivity where street connections are

Table 4.2-4 Applicable GP/SP Consistency with SCAQMD Transportation Control Measures

Transportation Control Measure	*General Plan Update & Corridor Specific Plan Goal or Policy*
	limited due to existing cul-de-sac or dead-end conditions, grade separation, property ownership or topographical challenges. Policy 7D.P50: Implement the Active Transportation Plan including installation of marked, on-street bike lanes such as along the potential bike routes identified on Fig.7-D.16 Conceptual Bikeway Network [of the General Plan Update]. Policy 7D.P51: Integrate bicycle facility features from the Active Transportation Plan into new development projects as a condition of approval. Policy 7D.P52: Expand on the existing Bicycle Safety Program including bicycling educational materials and a regularly updated bicycle safety report. Policy 7D.P53: Consider bicycle traffic, bicycle usability, and bicycle safety when designing vehicle detection systems for signal operation. Policy 7D.P55: Develop guidelines and standards for the design of bicycle facilities, including secure long-term bicycle parking. Policy 7D.P56: Evaluate the feasibility of lane removal ("road diets") on streets with excess capacity as a means for implementing bike lanes. Policy 7D.P57: When designing streetscape and circulation improvements, balance bicycle needs with the needs of other transportation modes.
Section 108 (f) 13. Employer-sponsored programs to permit flexible work schedules	Policy 7D.P58: Encourage existing major employers to develop and implement TDM programs to reduce peak-period trip generation. Policy 7D.P63: Establish a TDM program for City of Pomona employees.
Section 108 (f) 14. Programs and Ordinances to facilitate Non-automotive travel, provision to and utilization of mass transit, and to generally reduce the need for single-occupant vehicle travel, as part of transportation planning and development efforts	Goal 7D.G16: Encourage the use of public transportation, especially for commute trips, and increase Citywide transit ridership. Goal 7D.G17: Adopt land use policies that emphasize transit oriented development near existing or planned transit corridors. Goal 7D.G18: Make transit centers and facilities more visible and accessible throughout the community. Policy 7D.P22: Prepare a Public Transportation Masterplan to establish a framework for coordinating with transit operators and agencies to address: • Transit and transportation network/facility improvements • Transit routes and headways • Funding sources and shared responsibility for improvements. Policy 7D.P23: Pursue funding sources for local transit operating costs and improvements. Policy 7D.P24: Work with transit operators to establish and maintain ridership and on-time performance targets. Policy 7D.P26: Work with transit operators and private developers to provide amenities such as benches, shelters, lighting, and bus arrival information at bus stops and consider the needs of seniors and persons with disabilities. Policy 7D.P27: Coordinate transit improvement efforts among the various transit providers. Policy 7D.P28: Support efforts for transit oriented development in Downtown Pomona, near both Metrolink stations and at the Fairplex and Lanterman sites. Policy 7D.P29: Work with Metrolink to monitor the potential for increased service and promote development of additional stations in Pomona near the Lanterman Center and the Fairplex. Policy 7D.P30: Collaborate with Cal Poly to promote measures to enhance transit access and service at the campus.

Table 4.2-4 Applicable GP/SP Consistency with SCAQMD Transportation Control Measures

Transportation Control Measure	*General Plan Update & Corridor Specific Plan Goal or Policy*
	Policy 7D.P31: Require site designs that complement transit stops and pedestrian linkages nearby. Policy 7D.P33: Identify ways to improve vehicular and pedestrian access to the North Pomona Metrolink Station.
Section 108 (f) 15. Programs for new construction and major reconstructions of paths, tracks or areas solely for the use by pedestrian or other Non-motorized means of transportation when commercially feasible and in the public interest	Policy 7D.P34: Develop an Active Transportation Plan [included as part of the proposed project] that provides guidelines for public corridors, crosswalks, pathways and stairs, as well as policies for pedestrian improvement projects and priorities. Policy 7D.P37: Conduct an inventory of key pedestrian facilities and routes to identify missing or deficient links, pedestrian crossings or intersections, and focusing initially on transit and pedestrian oriented districts. Policy 7D.P40: Integrate pedestrian projects into the Capital Improvement Program and consider opportunities to make pedestrian improvements concurrently with other roadway improvements. Policy 7D.P45: Allocate funds and/or identify funding sources (including the potential formation of assessment districts) for pedestrian and streetscape improvements in existing neighborhoods.

Source: South Coast Air Quality Management District, 2012 Air Quality Management Plan, Appendix IV-C, Attachment B: 2012 South Coast PM2.5 AQMP Reasonably Available Control Measure (RACM) Analysis – TCMs

In addition, as noted above, development facilitated by the General Plan Update and Corridors Specific Plan is not anticipated to exceed the growth forecasts upon which the AQMP is based. Therefore, the General Plan Update, Corridors Specific Plan, ATP and Green Plan would be consistent with the AQMP and impacts would be **less than significant.**

Threshold	Would the proposed project result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed qualitative thresholds for ozone precursors)?
Threshold	Would the proposed project expose sensitive receptors to substantial pollutant concentrations?

Impact 4.2-2 **Individual development projects facilitated by the General Plan Update and Corridors Specific Plan would generate construction-related emissions. Such emissions may result in temporary adverse impacts to local air quality. However, these emissions can be mitigated on a specific development basis and impacts would be Class III, *less than significant*.**

Construction activity that would be facilitated by the General Plan Update and Corridors Specific Plan would cause temporary emissions of various air pollutants. Ozone precursors NOx and CO would be emitted by the operation of construction equipment, while fugitive dust (PM_{10}) would be emitted by activities that disturb the soil, such as grading and excavation, road construction and building construction. As previously stated, the Los Angeles County portion of the Basin is in non-attainment for both the federal and state standards for ozone, PM_{10}, and $PM_{2.5}$. Carbon monoxide levels in the Basin are currently state-classified as in attainment as of June 2007 (AQMP, 2012). Although no specific attainment goal has been established, the potential release of asbestos or other toxic air contaminants

could also occur within the city, especially during building demolition. Information regarding specific development projects, soil types, and the locations of receptors would be needed in order to specifically quantify the level of emissions associated with construction activity. This information is not available given the programmatic nature of the proposed General Plan Update and the Corridors Specific Plan. Therefore, a more qualitative approach to characterizing construction related air emissions has been employed.

Construction activity that could be facilitated by the General Plan Update and Corridors Specific Plan is primarily focused along existing roadway corridors and within the Downtown area. The areas targeted for change were also chosen based on the availability of transportation oriented development opportunities and the ability to create districts that thrive in more compact forms (i.e. transit-oriented, downtown, and clusters). Detailed maps showing the locations of potential development opportunities are shown in Figure 2.6 and Figure 2.9, in Section 2.0, *Project Description*. Individual developments in these and other areas of the city would be subject to independent environmental review under CEQA. Depending upon the development type, size, and development timeframe, maximum daily construction emissions associated with individual projects could potentially exceed SCAQMD significance thresholds. Implementation of the proposed General Plan Update and Corridors Specific Plan would generate construction-related emissions. However, future construction activity within the city would be subject to the following General Plan Update policies.

- Policy 7E.P15: Require dust abatement actions for all new construction and redevelopment projects.
- Policy 7E.P17: Coordinate air quality planning efforts with local, regional and state agencies. Support the South Coast Air Quality Management District's efforts to monitor and control air pollutants from stationary sources.
- Policy 7E.P18: Require all large construction projects to mitigate diesel exhaust emissions through use of alternative fuels and control devices, as appropriate and cost effective.

The above mentioned policies would reduce the overall level of air quality impacts related to construction during the General Plan Update and Corridors Specific Plan buildout period. In addition, the SCAQMD has established rules 402 and 403, which strive to eliminate emissions of airborne pollutants and require project specific control measures designed to reduce the level of fugitive dust entrainment, respectively. Rule 403 specifically requires the use of best available control measures for all construction activities. The major construction phases or elements specifically addressed by Rule 403 to reduce fugitive dust include earth moving, disturbed surface areas, unpaved roads, open storage piles, demolition, and other various construction activities. Rule 403 compliance by individual property owners, developers, or contractors would reduce temporary construction-related air pollutant emissions. Furthermore, each individual project facilitated by the proposed General Plan Update or Corridors Specific Plan would be required to implement additional mitigation if site-specific analysis identifies the potential to exceed the applicable construction-related air pollutant emission thresholds. Adherence to applicable General Plan Update policies and SCAQMD rules would reduce potential construction-related impacts to a **less than significant** level**.**

Threshold	Would the proposed project result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an

	applicable federal or state ambient air quality standard (including releasing emissions which exceed qualitative thresholds for ozone precursors)?
Threshold	Would the proposed project expose sensitive receptors to substantial pollutant concentrations?

Impact 4.2-3 **Development facilitated by the General Plan Update and Corridors Specific Plan would result in an incremental increase in air pollutant emissions within Pomona and the South Coast Air Basin. However, General Plan Update policies aimed at limiting vehicle use and energy consumption as well as implementation of the ATP and Green Plan would limit emissions to levels consistent with regional forecasts. Impacts would therefore be Class III, l*ess than significant*.**

Long-term emissions associated with future development in Pomona in accordance with the General Plan Update and Corridors Specific Plan would be those associated with mobile (vehicle trips) and stationary sources (electricity and natural gas). Emissions associated with the operation of individual projects, depending on project type and size, could exceed project-specific thresholds established by the SCAQMD. However, such projects would be required to undergo independent project-level CEQA review and where necessary and feasible, they would include mitigation measures to reduce potentially significant project-level impacts.

As discussed under Impact 4.2-1 above, overall growth facilitated by the General Plan Update would be within SCAG regional growth forecasts upon which regional air quality planning is based. Furthermore, a goal of the General Plan Update is to "contribute to attainment of regional [air quality] goals by improving ambient air quality levels within Pomona." Consistent with this goal, the General Plan Update contains specific policies designed to improve air quality. For example, Policy 7E.P13 strives to reduce single-occupancy vehicle use. Additional policies include: (1) placing a strong emphasis on maximizing the efficiency of existing transportation facilities, (2) promoting increased density of development within existing transportation (especially transit) corridors, (3) encouraging the use of public transportation, and (4) emphasizing pedestrian and bicycle circulation, rather than motor vehicle circulation. Implementation of the ATP would help achieve this last point. Although individual developments in the city could generate air pollutant emissions exceeding SCAQMD project-level significance thresholds, the General Plan Update goals and policies included in Table 4.2-4 above as well as the goals and policies listed at the end of this section would reduce citywide air pollutant emissions to within regional forecasts. In addition, implementation of the strategies outlined in the Green Plan would contribute to air emissions reductions. Impacts would be **less than significant.**

Threshold	Would the proposed project violate any air quality standard or contribute substantially to an existing or project air quality violation?

Impact 4.2-4 **Increased traffic congestion associated with growth facilitated by the General Plan Update and Corridors Specific Plan would potentially increase carbon monoxide (CO) concentrations at congested intersections. However, Basin-wide CO concentrations are forecast to remain within federal and state standards. Therefore, impacts relating to CO "hot spots" would be Class III, *less than significant*.**

CO emissions are a function of vehicle idling time, meteorological conditions, and traffic flow. Under certain extreme meteorological conditions, CO concentrations near a congested roadway or intersection may reach unhealthful levels (i.e., adversely affecting residents, school children, hospital patients, the elderly, etc.).

The Basin is in attainment of state and federal CO standards and has been for several years. Three major control programs have contributed to the reduced per-vehicle CO emissions: exhaust standards, cleaner burning fuels, and motor vehicle inspection and maintenance programs. At the Pomona monitoring station, the maximum 8-hour CO level recorded in 2010 was 1.8 parts per million (ppm), approximately one-fifth of the 9 ppm state and federal 8-hour standard. In addition, as shown on Figure 4.2-2, basin-wide CO emissions are projected to fall by approximately 25% from 2010 to 2020, largely due to the use of cleaner operating vehicles (CARB, 2009).

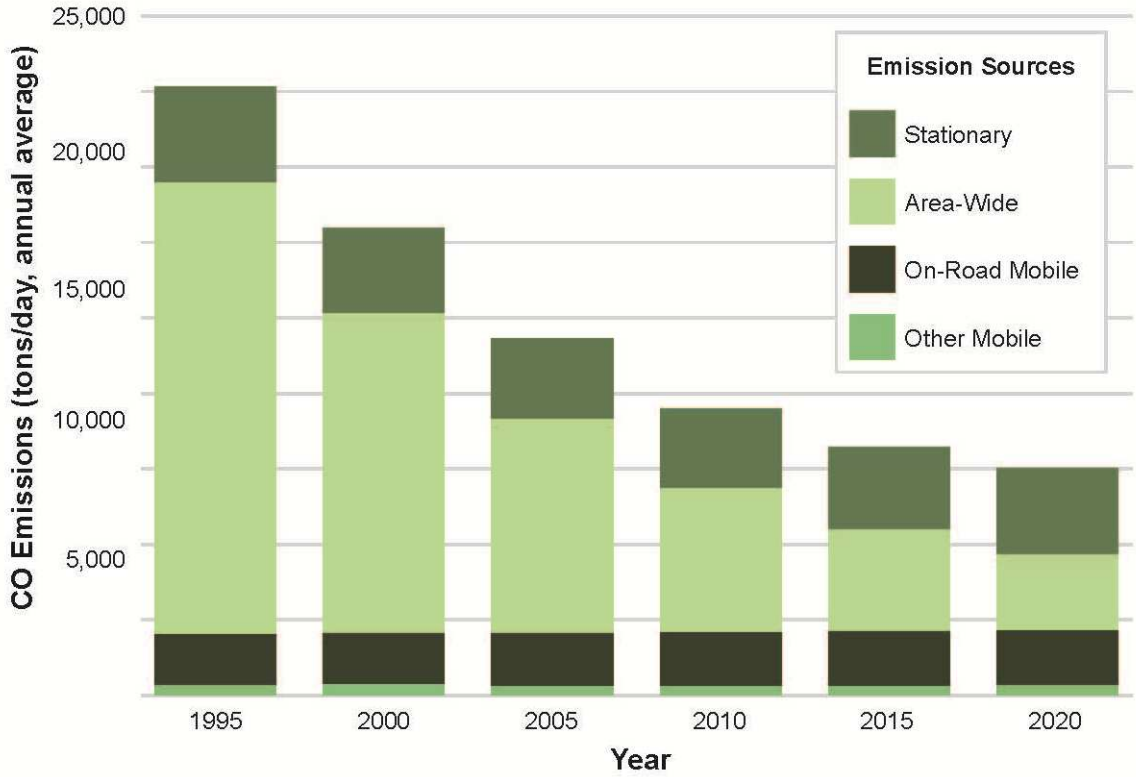


Figure 4.2-2
Trend in Reduction in CO Emissions by Year (1995-2020)
Source: CARB, 2009 Almanac

Although CO is not expected to be a major air quality concern in Los Angeles County over the planning horizon, elevated CO levels can occur at or near intersections that experience severe traffic congestion. A project's localized air quality impact is considered significant if the additional CO emissions resulting from the project create a "hot spot" where the California 1-hour standards of 20.0 ppm or the 8-hour standard of 9 ppm is exceeded. This typically occurs at severely congested intersections. Screening for possible elevated CO levels should be conducted for severely congested intersections experiencing levels of service E or F with project traffic where a significant project traffic impact may occur. The SCAQMD recommends a quantified assessment of CO hot spots when a project increases the volume to capacity

ratio (also called the intersection capacity utilization) by 0.02 (2%) for any intersection with an existing LOS D or worse (SCAQMD, 2003).

Intersections were analyzed for CO hotspots using the CALINE4 modeling program in accordance with Caltrans' Transportation Project CO Protocol Manual (revised 1997). Impacts related to CO concentrations are considered significant if the additional CO from a project would result in CO concentrations in excess of either the California one-hour standard (20.0 ppm) or the eight-hour standard (9 ppm).

Based on the traffic impact analysis prepared for the proposed General Plan Update and Corridors Specific Plan (Section 4.13, *Transportation/Traffic*), predicted roadway capacity and traffic volumes following Plan implementation (Future Conditions) suggest that the following intersections would experience congestion at LOS E or LOS F in either or both the AM or PM peak periods:

- Garey Avenue and Arrow Highway
- Towne Avenue and Arrow Highway
- Fairplex Drive and Holt Avenue / SR-71 Ramps
- Humane Way and Roselawn Avenue
- Roselawn Avenue and Pomona Boulevard
- Mission Boulevard and Temple Avenue
- Phillips Ranch Road and Rio Rancho Road
- Garey Avenue and Philadelphia Street

A number of mitigation measures are proposed to reduce the impacts to LOS at these intersections. As discussed in Section 4.13, *Transportation/Traffic*, with the identified improvements, most of the facilities would operate at an acceptable level. However, the Pomona Boulevard and Temple Avenue intersection would continue to operate at an unacceptable level of service, and no feasible mitigation measures exist for the intersection to operate at an acceptable level. The potential traffic impacts at the other impacted intersections is less-than-significant after mitigation (refer to Section 4.13, *Transportation/Traffic* for detailed discussion of traffic impacts at these intersections).

Because the Pomona Boulevard and Temple Avenue intersection would result in a significant and unavoidable impact and would continue to operate at LOS F, the CALINE4 computer model was used to estimate CO concentrations at this intersection. The CALINE4 model uses emissions factors generated using the EMFAC2007 computer model. A reasonable worst-case CO emissions factor was developed based on emissions factors from the EMFAC2011 model using VMT data from light, medium and heavy duty vehicles in Los Angeles County and average vehicle speeds of 5 miles per hour. The CALINE4 model results indicate that the worst-case 1-hour CO concentration at a receptor located approximately 10 meters from the center of the intersection (the approximate location of the nearest sidewalk locations to the intersection) would be 3.6 ppm, which is below the California 1-hour standard of 20 ppm. Note that 3.0 ppm of the total concentration represent the maximum ambient CO concentration, and 0.6 ppm of the total concentration represents the contribution from vehicle traffic traveling through the intersection (refer to Appendix B for the CALINE4 model output). Therefore, neither the General Plan Update nor the Corridors Specific Plan would result in traffic congestion at intersections such that an exceedance of CO standards would occur. Impacts would be **less than significant.**

Threshold	Would the proposed project create objectionable odors affecting a substantial number of people?

Impact 4.2-5 **Implementation of the General Plan Update and Corridors Specific Plan would facilitate development of projects that have the potential to cause odor impacts, but would not create objectionable odors that would affect a substantial number of people. Impacts would be Class III, *less than significant.***

The proposed General Plan Update would facilitate development primarily along major roadway corridors and other areas identified in Figure 2.6 in Section 2.0, *Project Description*. Some commercial and industrial uses developed pursuant to the General Plan Update or Corridors Specific Plan may generate odors that could affect the public. Examples of commercial uses that have the potential to cause odor impacts include fast food restaurants, photographic studios, and laundry facilities. Industrial uses also have the potential to generate odors. However, odors from new commercial and industrial uses would be similar to uses existing throughout the city and they would be confined to the immediate vicinity of new buildings. As such, significant odor impacts are not anticipated.

Construction activities could also generate temporary airborne odors during the operation of diesel powered construction vehicles and the application of architectural coatings. However, these odors are generally not considered especially offensive. Emissions would be temporary and would be confined to the immediate vicinity of the construction site. As discussed under Impact 4.2-2, emission reduction strategies (SCAQMD Rule 402 and 403) specifically designed to reduce nuisance air quality and odor emissions would be applied to all new development in the city. With appropriate controls, significant odor impacts would not be anticipated and impacts would be **less than significant.**

Proposed General Plan Update Goals and Policies

The proposed General Plan Update contains numerous goals and policies related to reducing air emissions and improving air quality, the most relevant of which are identified below.

7E- Conservation Component

Air Quality

7E.G8 Contribute to attainment of regional goals by improving ambient air quality levels within Pomona.

7E.G9 SB375: Support regional efforts to reduce greenhouse gas emissions to the extent feasible.

7E.G10 Incorporate air quality protection and improvement programs and policies into local planning and development activities, with a particular focus on subdivision, zoning and site design measures that reduce the number and length of single-occupant automobile trips.

7E.P11 Prepare a Green Plan focused on: 1) Energy Efficiency and Conservation; 2) Water and Wastewater Systems; 3) Green Building; 4) Waste Reduction and Recycling; 5) Climate-Friendly Purchasing; 6) Renewable Energy and Low-Carbon Fuels; 7) Efficient Transportation; 8) Land Use and Community Design; 9) Storing and Off-setting Carbon Emissions; and 10) Promoting Community and Individual Action. [note: the draft Green Plan is included as part of the proposed project]

7E.P12 As part of the Green Plan, prepare a greenhouse gas emissions inventory and monitor changes in the City's greenhouse gas emissions bi-annually. [note: the GHG inventory has been prepared and is included an appendix to the draft Green Plan which is part of the proposed project]

7E.P13 Attempt to reduce single-occupancy vehicle travel as outlined throughout this document and summarized in the Pomona Tomorrow General Plan diagram by:

- Placing a strong emphasis on maximizing the efficiency of existing transportation facilities.
- Promoting increased density of development within existing transportation (especially transit) corridors.
- Encouraging the use of public transportation, and
- Emphasizing pedestrian and bicycle circulation, rather than motor vehicle circulation.

7E.P14 Require large projects (exceeding 150,000 square feet of development) to incorporate Transportation Demand Management (TDM) techniques, such as promoting carpooling and transit use and providing bicycle parking and showers, as a condition of project approval.

7E.P15 Require dust abatement actions for all new construction and redevelopment projects.

7E.P16 Budget for clean fuels and vehicles in the City's long-range capital expenditure plans to replace and improve the existing fleet of gasoline powered vehicles. Initiate a policy to make the City's fleet cleaner by:

- Purchasing electric or low-fuel consumption vehicles and providing and promoting the installation of charging stations wherever possible, especially for stop-and-go units such as parking meter readers.
- Purchasing electric or hybrid electric fleet vehicles and providing and promoting the installation of charging stations for general staff use, especially for building inspectors and other users primarily within the City.
- Purchasing alternative fuel vehicles, such as natural gas, as the existing diesel-powered fleet is replaced. Alternatively, purchase diesel vehicles only if they meet or exceed emission specifications for available natural gas fuel vehicles.
- Purchasing biodiesel fuel for use by the City diesel truck fleet, as appropriate and cost effective.
- Using low NOx fuel additives, such as Purinox, in all diesel vehicles to the extent possible.

7E.P17 Coordinate air quality planning efforts with local, regional and state agencies. Support the South Coast Air Quality Management District's efforts to monitor and control air pollutants from stationary sources.

7E.P18 Require all large construction projects to mitigate diesel exhaust emissions through use of alternative fuels and control devices, as appropriate and cost effective.

7E.P19 Minimize emissions from residential and commercial uses through the following:

- Encourage new development to incorporate sustainability design solutions such as those outlined in the LEED ratings systems.
- Require high efficiency heating and other appliances, such as cooking equipment, refrigerators, furnaces, and low NOx water heaters in new and renovated residential units. Require the building division to maintain these standards.
- Require new residential and commercial buildings to comply with or exceed requirements of CCR Title 24.
- Encourage passive solar building design and landscaping conducive to passive solar energy use for both residential and commercial uses, i.e. building orientation in a south to southeast direction, planting deciduous trees on west sides of structures, landscaping with drought resistant species, and use of groundcover rather than pavement to reduce heat reflection.
- Encourage the use of battery-powered, electric, or other similar equipment that does not impact local air quality for non-residential maintenance activities.
- Provide natural gas hookups to fireplaces or require residential use of EPA-certified wood stoves, pellet stoves, or fireplace inserts.

Energy

7E.G20 Reduce City-wide energy demand

7E.G21 Increase City-wide energy supply from renewable sources.

7E.P36 Prepare a Green Plan to guide the City's efforts towards reduced energy use and increased energy efficiency, particularly in support of reducing greenhouse gas emissions. [note: the draft Green Plan is included as part of the proposed project]

7E.P37 Promote energy efficient patterns of development by implementing the vision of compact, clustered, transit oriented City structure outlined in Section 6. Pomona Tomorrow [of the General Plan Update].

7E.P38 Identify districts where district heating can be supplied through cogeneration and work with developers and institutions to implement the system.

Mitigation Measures

No mitigation measures are necessary, as the proposed General Plan Update and Corridors Specific Plan policies fully mitigate the impacts.

Level of Significance After Policies/Mitigation Measures

Project impacts associated with air quality would be less than significant under the proposed Pomona General Plan Update and Corridors Specific Plan.

4.3 BIOLOGICAL RESOURCES

This section identifies major plant and animal resources within Pomona and discusses potential impacts on biological resources from implementation of the General Plan Update and Corridors Specific Plan. Information for this section is based on inventory and database searches maintained by the California Native Plant Society, California Department of Fish and Wildlife, and Cal Poly Pomona, the Conservation Component of the draft General Plan Update, as well as other environmental documents prepared for the City. See Chapter 7.0 (References) for a full list of environmental documentation referenced. A review of California Natural Diversity Database (CNDDB) records, aerial photography, and the Biological Resources Assessment of the Proposed East San Gabriel Valley Significant Ecological Area was conducted to assess general impacts due to future development under the General Plan Update and Corridors Specific Plan. Information regarding critical habitat in the city was gathered from the US Fish and Wildlife Service (USFWS) web portal (http://criticalhabitat.fws.gov/crithab/).

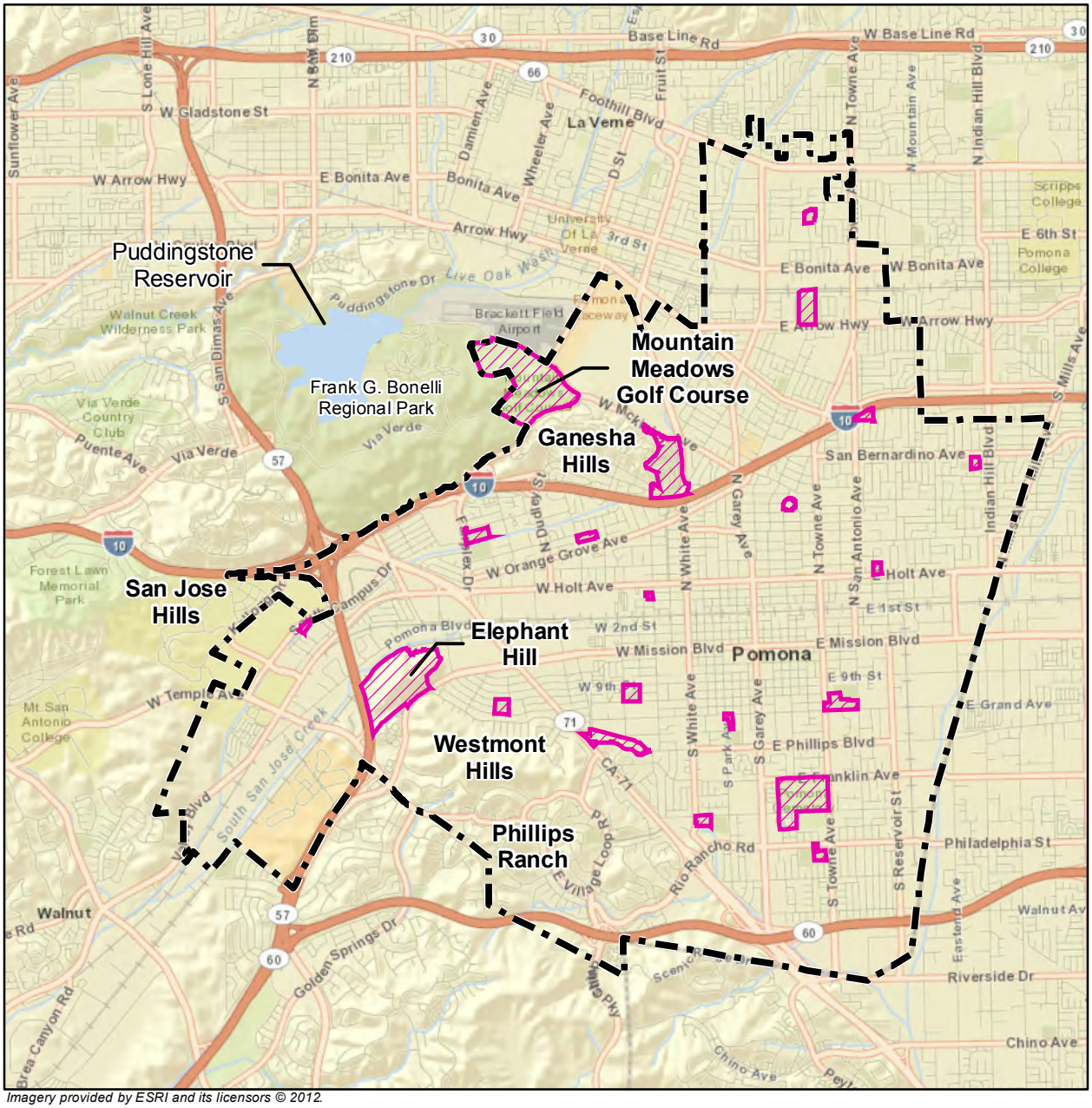
4.3.1 Environmental Setting

A majority of Pomona is developed; however, a few areas of undeveloped open space exist in the southwestern (Phillips Ranch and Westmont Hills), western (portions of Elephant Hill) and northwestern (Mountain Meadows and Ganesha Hills) portions of the city. Bordering the city are open areas within the San Jose Hills to the west, Frank G. Bonelli Regional Park and Puddingstone Reservoir to the northwest, and Puente/Chino Hills to the southwest. These areas have retained native fauna and flora (Clark 2002), and can act as source populations for highly mobile wildlife.

Vegetation

Pomona is largely urbanized and contains very little native vegetation. Vacant lots and hillside areas may contain sage scrub communities, but the majority of the vegetation within the city is composed of introduced species and landscaped or ornamental vegetation. The city's long development history has led to the establishment of numerous mature trees along its streets and parkways. As mentioned above, preserved open space areas that contain native vegetation include Phillips Ranch, portions of Elephant Hill, Westmont Hills, Mountain Meadows, and Ganesha Hills (Figure 4.3-1).

Native vegetation found within the San Jose Hills, Puente Hills, Elephant Hill, and Westmont Hills consists mainly of shrubs and grasses that are surrounded by development. However, areas of intact coastal sage scrub, oak woodland, and walnut woodland are found within the hills bordering the city. Coastal sage scrub is found on southwest-facing slopes below 3,000 feet, and is drought deciduous frequently dropping its leaves and appearing withered or dead during dry seasons. Oak woodlands are scattered in small patches within the coastal sage scrub and occur primarily in canyons on north-facing slopes. California black walnut trees (*Juglans californica*) are found throughout the region in a variety of habitats, including coastal sage scrub and oak woodland. The hills are dominated by grasses in the understory throughout the valley and on south-facing slopes. These grasses generally consist of Eurasian weedy grasses, which were intentionally-planted and largely nonnative range grasses (Clark 2002a).



Note: The Open Space area shown in the southwestern portion of the property known as Elephant Hill does not include APN 8707-020-001 and a portion of APN 8707-020-008.

Parks and Open Space

Figure 4.3-1

Tree species found within the city include, but are not limited to: California walnut (*Juglans californica*), acacia (*Acacia* sp.), ficus (*Ficus* sp.), camphor (*Cinnamomum camphora*), carrotwood (*Cupaniopsis anacardioides*), blue gum (*Eucalyptus globulus*), white alder (*Alnus rhombifolia*), California sycamore (*Platanus racemosa*), California [Peruvian] pepper (*Schinus molle*), California laurel (*Umbellularia californica*), willows (*Salix* sp.), scrub oak (*Quercus dumosa*), and coast live oak (*Quercus agrifolia*) (Pomona 1994).

Native and introduced woody plant species that can be found within the city include, but are not limited to: saltbush (*Atriplex* sp.), white sage (*Salvia apiana*), black sage (*Salvia mellifera*), California lilac (*Ceanothus* sp.), wooly yarrow (*Achillea tomentosa*), rockrose (*Cistus villosus*), lemonade berry (*Rhus integrifolia*), toyon (*Heteromeles arbutifolia*), blue elderberry (*Sambucus nigra*), mulefat (*Baccharis salicifolia*), California buckwheat (*Eriogonum fasciculatum*) , coyote bush (*Baccharis pilularis*), and manzanita (*Arctostaphylos* sp.) (Pomona 1994).

Ruderal grassland species that can be found within the city include, but are not limited to: smooth barely (*Hordeum murinum*), Russian thistle (*Salsola australis*), black mustard (*Brassica nigra*), cheeseweed (*Malva parviflora*), brome grass (*Bromus* sp.), cape weed (*Arctotheca calendula*), curly dock (*Rumex crispus*), goosefoot (*Chenopodium* sp.), wild oat (*Avena fatua*), and California poppy (*Eschscholzia californica*) (Pomona 1994).

Plant names follow the nomenclature and arrangement of The Jepson Online Interchange California Floristics (University of California, Berkeley, 2012).

Wildlife

Wildlife within the urbanized area of the city is limited to those species that can adapt to and tolerate the high levels of disturbance associated with the urban environment. Common small mammals expected to occur include the California desert cottontail (*Sylvilagus audubonii*), western gray squirrel (*Sciurus griseus*) California ground squirrel (*Spermophilus beecheyi*), black rat (*Rattus rattus*), and California mouse (*Peromyscus californicus*). Medium- to large-sized mammals, such as the Virginia opossum (*Didelphis virginiana*) and coyote (*Canis latrans*), are also expected to occasionally occur within the developed portions of the city.

A variety of bird species are expected to occur within the urban areas as migrants, winter visitors, summer visitors, or year-round residents. Species commonly found within urban areas include the mourning dove (*Zenaida macroura*), European starling (*Sturnus vulgaris*), Anna's hummingbird (*Calypte anna*), American crow (*Corvus brachyrhynchos*), house finch (*Carpodacus mexicanus*), and house sparrow (*Passer domesticus*). Occasionally, raptors that live in the surrounding hills, such as Cooper's hawk (*Accipiter cooperii*), red-shouldered hawk (*Buteo lineatus*), and red-tailed hawk (*Buteo jamaicensis*), may forage within the city limits.

Wildlife may also be found within areas of the city that are either within or border the surrounding hillsides or open grasslands; Mountain Meadows and Phillips Ranch would be expected to have a greater diversity of wildlife species potentially occurring. Additional species expected to occur within these areas would include California vole (*Microtus californicus*), broad-footed mole (*Scapanus latimanus*), striped skunk (*Mephitis mephitis*), raccoon (*Procyon lotor*), mule deer (*Odocoileus hemionus*), hoary bat (*Lasiurus cinereus*), American kestrel (*Falco sparverius*), white-shouldered kite (*Elanus leucurus*), great horned owl (*Bubo virginianus*), turkey vulture (*Cathartes aurai*), and numerous other birds, mammals, amphibians and reptiles.

Special-status Biological Resources

The term special-status biological resource includes those sensitive plants, animals, vegetation communities, jurisdictional drainages and other sensitive biological resources that are governed under federal, state, and/or local laws and regulations. A list of special-status plant and animal species that could potentially occur within the city was developed based on review of the CNDDB and general knowledge of the area (CNDDB 2012; Clark 2002). A map of the CNDDB results for special-status animal and plant species within a 5-mile radius of the city is included on Figures 4.3-2a and 4.3-2b. Previous reports were used to identify habitat types and refine the target list of species and focus the assessment on the actual or potential for occurrence of special-status species within the city (Pomona 1994; Los Angeles County 2000). The special-status species list includes 30 wildlife species and 22 plant species. Tables 4.3-1 and 4.3-2 include the complete list of special-status species with the corresponding listing status, potential to occur, and habitat requirements.

Table 4.3-1 Special-status Wildlife

Common Name (Scientific Name)	*Federal/State Status*	*Global/State Rank*	*Potential to Occur*
Invertebrates			
California diplectronan caddisfly (*Diplectrona californica*)	**None/None**	**G1G2/S1S2**	**KNOWN: Occurs northeast adjacent to the city. Prefers creeks, springs, shallow water, and herbaceous wetlands. Larvae prefer fast flowing cool streams.**
Dehli sands flower-living fly (*Rhaphiomidas terminates abdominalis*)	Endangered/ None	G1T1/S1	POTENTIAL: Occurs east of the city. Restricted to the Delhi Sands formation, an area of ancient inland dunes.
Amphibians			
Coast Range newt (*Taricha torosa*)	None/None	G5T4/S4	POTENTIAL: Occurs north of the city in the Angeles National Forest. Prefers riparian, hardwood forest/woodland, mixed forest/woodland, grassland/herbaceous, savanna, shrubland, and chaparral habitats.
Fish			
Santa Ana sucker (*Catostomus santaannae*)	Threatened/ None	G1/S1	POTENTIAL: Occurs in San Dimas Wash and Puddingstone Diversion Dam north of the city (CNDDB 2012). Requires a functional hydrological system that experiences peaks and ebbs in flows; channel substrates with loose sand, gravel, cobble, and boulders that create riffles and pools; shallow sandy stream margins; clear or mostly clear cool water
Reptiles			
Coast horned lizard (*Phrynosoma blainvillii*)	None/None	G4G5/S3S4	POTENTIAL: Occurs north of the city in the Angeles National Forest. Prefers forest/woodland, grassland/herbaceous, savanna, shrubland, chaparral, conifer woodland, hardwood woodland, mixed woodland -
Coastal whiptail (*Aspidoscelis tigres stejnegeri*)	None/None	G5T3T4/S2S3	POTENTIAL: Occurs in San Jose Hills in Covina west of the city. Found in deserts and semi-arid areas with sparse vegetation and open areas, woodland and riparian areas.
Silvery legless lizard (*Anniella pulchra pulchra*)	None/None	G3G4T3/S3	POTENTIAL: Occurs northwest of the city. Prefers sand/dune, shrubland/chaparral, hardwood woodland, and mixed woodland habitats.
Two-striped garter snake *(Thamnophis hammondii)*	None/SSC	G3/S2	POTENTIAL: Occurs north of the city near San Dimas Reservoir. Highly aquatic, found in or near permanent fresh water, often along streams with rocky beds and riparian growth.
Western pond turtle (*Actinemys marmorata*)	None/None	G3G4/S3	POTENTIAL: Occurs south of the city. Prefers riparian, herbaceous wetland, and sand dunes habitats.

Table 4.3-1 Special-status Wildlife			
Common Name (Scientific Name)	***Federal/State Status***	***Global/State Rank***	***Potential to Occur***
Birds			
Black swift (*Cypseloides niger*)	None/None	G4/S2	POTENTIAL: Occurs in the Angeles National Forest north of the city. Prefers riparian, bare rock/talus/scree, and cliff habitats.
Burrowing Owl (*Athene cunicularia*)	None/SSC	G4/S2	POTENTIAL: Occurs southwest of the city. Prefers dry open grasslands and scrublands for nesting and foraging, nests in burrows.
Coastal California gnatcatcher (*Polioptila californica californica*)	Threatened/ SSC	G3T2/S2	POTENTIAL: Occurs at Bonelli Park, Puddingstone Reservoir, and throughout San Jose Hills. Prefers Riversidean and Diegan sage scrub habitats.
Golden eagle (*Aquila chrysaetos*)	None/None	G5/S3	POTENTIAL: Occurs south of the city adjacent to Prado Dam, Chino Hills. Prefers alpine, cliff, desert, grassland/herbaceous, savanna, tundra, conifer woodland, hardwood woodland, mixed woodland habitats.
Least Bell's vireo (*Vireo bellii pusillus*)	Endangered/ Endangered	G5T2/S2	POTENTIAL: Occurs in Chino Hills south of the city. Prefers dense brush, mesquite, willow-cottonwood forest, streamside thickets, and scrub oak, in arid regions but often near water, moist woodland, bottomlands, woodland edge, scattered cover and hedgerows in cultivated areas. Willow-dominated riparian woodlands.
Long-eared owl (*Asio otus*)	None/None	G5/S3	POTENTIAL: Occurs south of the city. Prefers deciduous and evergreen forests, orchards, wooded parks, farm woodlots, river woods, desert oases. Wooded areas with dense vegetation needed for roosting and nesting, open areas for hunting.
Merlin *(Falco columbarius)*	**None/WL**	**G5/S3**	**KNOWN: Occurs in San Jose Hills. Forages near riparian areas.**
Southern California rufous-crowned sparrow (*Aimophila ruficeps canescens*)	None/WL	G5T4/S2S3	POTENTIAL: Occurs in the San Jose Hills adjacent to the city. Prefers coastal sage scrub and sparse mixed chaparral.
Tricolored blackbird (*Agelaius tricolor*)	None/None	G2G3/S2	POTENTIAL: Occurs south of the city. Prefers fresh-water marshes of cattails, tule, bulrushes and sedges. Nests in vegetation of marshes or thickets, sometimes nests on the ground.
Western yellow-billed cuckoo (*Coccyzus americanus occidentalis*)	Candidate/ Endangered	G5T3Q/S1	POTENTIAL: Occurs southeast of the city limits, observed in 1931 (CNDDB 2012). Nests and forages in dense lowland riparian vegetation in summer
White-tailed kite (*Elanus leucurus*)	None/None	G5/S3	POTENTIAL: Occurs south of the city. Prefers savanna, open woodland, marshes, partially cleared lands and cultivated fields, mostly in lowland situations.
Mammals			
American badger (*Taxidea taxus*)	None/SSC	G5/S4	POTENTIAL: Occurs north and northwest of the city. Prefers open grassland and desert area with friable soils, and open uncultivated ground.
Big free-tailed bat (*Nyctinomops macrotis*)	**None/SSC**	**G5/S2**	**KNOWN: Occurs in the city. Roosts in buildings, caves, and occasionally in holes in trees, crevices in high cliffs or rock outcrops; prefers rugged, rocky canyons.**
Hoary bat (*Lasiurus cinereus*)	None/None	G5/S4?	POTENTIAL: Occurs north of the city in the Angeles National Forest. Prefers primarily deciduous and coniferous forests and woodlands, including areas altered by humans. Roost sites are usually in tree foliage 3-5 meters above ground, with dense foliage above and open flying room below, often at the edge of a clearing and commonly in hedgerow trees. Sometimes these bats roost in rock crevices, rarely in caves in most of the range.
Northwestern San Diego pocket mouse (*Chaetodipus fallax fallax*)	None/SSC	G5T3/S2S3	POTENTIAL: Occurs in alluvial fan sage scrub northeast of the city near the 210 Freeway. Prefers coastal scrub, chaparral, grasslands, and sagebrush habitats.

Table 4.3-1 Special-status Wildlife

Common Name (Scientific Name)	*Federal/State Status*	*Global/State Rank*	*Potential to Occur*
Pallid bat *(Antrozous pallidus)*	None/SSC	G5/S3	POTENTIAL: Occurs northwest and east of the city. Roosts in caves, crevices, and trees; forages in a variety of habitats.
Pocketed free-tailed bat *(Nyctinomops femorosaccus)*	None/SSC	G4/S2S3	POTENTIAL: Occurs north of the San Jose Hills. Usually associated with rugged canyons, high cliffs, and rock outcroppings. Roosts in rock crevices and caves during the day; may also roost in buildings or under roof tiles.
San Diego desert woodrat (*Neotoma lepida intermedia*)	None/SSC	G5T3?/S3?	POTENTIAL: Occurs northeast of the city in alluvial fan sage scrub (CNDDB 2012). Rock outcrops, rocky cliffs and slopes.
Western mastiff bat *(Eumops perotis californicus)*	**None/SSC**	**G5T4/S3?**	**KNOWN: Occurs within city limits and near Puddingstone Reservoir. Primarily arid lowlands, especially deserts. Open, semi-arid habitats including conifer and deciduous woodlands, coastal scrub, annual and perennial grasslands, palm oases, chaparral, desert scrub, and urban habitats.**
Western yellow bat (*Lasiurus xanthinus*)	**None/SSC**	**G5/S3**	**KNOWN: Occurs within city limits. Prefers hardwood forest, hardwood woodland, suburban/orchard, and urban/edificarian. Roosts in trees, including palm trees under the fronds.**
Yuma myotis (*Myotis yumanensis*)	None/None	G5/S4?	POTENTIAL: Occurs north of the city in the Angeles National Forest. Prefers upland and lowland habitats, including riparian, desert scrub, moist woodlands and forests, but usually found near open water. Flys low. Nursery colonies usually are in buildings, caves and mines, and under bridges.

SOURCE: California Natural Diversity Database 2012.

BOLD indicates Known to Occur within the Pomona city limits.

Project Area = USGS Quadrangles San Dimas and Ontario.

[1] "?" This designation indicates CNDDB's uncertainty over the global and state rank of the habitat.

[2] Pomona, City of (1994). Regional Retail Center Environmental Impacts Report (SCH# 93021028).

KEY TO SPECIAL-STATUS DESIGNATIONS

U.S. Fish and Wildlife Service Status:

- **FE** Federally listed endangered species.
- **FT** Federally listed threatened species.
- **FPE** Proposed for listing as an endangered species by the federal government.
- **FPT** Proposed for listing as a threatened species by the federal government.
- **SC** Species of concern (Category 2 candidate species) for federal listing as threatened or endangered, for which available information is available to support a proposed ruling or listing.

California Department of Fish and Wildlife Status:

- **SE** State-listed endangered species.
- **ST** State-listed threatened species.
- **SCE** Candidate for listing as endangered by the state of California.
- **SSC** CDFW species of special concern.
- **SCT** Candidate for listing as threatened by the state of California.
- **WL** CDFW watch list.
- **CFP** CDFW "fully-protected" species, as described in the state Fish and Game Code. These species include many of those that are listed as threatened or endangered, and is the State's initial effort to identify and provide additional protection to those animals that are rare or face possible extinction.

GLOBAL RANK

- **G1** Critically Imperiled
- **G2** Imperiled
- **G3** Vulnerable
- **G4** Apparently Secure
- **G5** Secure

STATE RANK

- **S1.1** Very threatened (the majority of occurrences are threatened, or the majority of individuals are in occurrences that are threatened)
- **S1.2** Threatened (the element has some but not the majority of occurrences threatened and/or has occurrences that will soon be threatened)
- **S1.3** No threats known (no obvious or predictable threats exist)
  Six to twenty EOs, or 1,000 to 3,000 individuals, or 2,000 to 10,000 acres:
- **S2.1** Very threatened
- **S2.2** Threatened
- **S2.3** No threats known
  Twenty-one to 100 EOs, or 3,000 to 10,000 individuals, or 10,000 to 50,000 acres:
- **S3.1** Very threatened
- **S3.2** Threatened
- **S3.3** No threats known
  Greater than 100EOs, or greater than 10,000 individuals, or greater

Table 4.3-1 Special-status Wildlife			
Common Name (Scientific Name)	***Federal/State Status***	***Global/State Rank***	***Potential to Occur***
			than 50,000 acres:
		S4	Apparently secure; clearly lower than an S3 but reasons exist to be concerned, for example, there is some threat or narrow habitat (such as the Sierra Nevada)
		S5	Demonstrably secure, common, widespread, and abundant in the State.
		SH	All California sites are historical

Table 4.3-2 Special-status Plants and Sensitive Habitats				
Common Name (Scientific Name)	***Federal/State Status***	***Global/State Rank***	***CRPR***	***Potential to Occur***
Plants				
California satintail (*Imperata brevifolia*)	None/None	G2/S2.1	2.1	POTENTIAL: Occurs in north of the city in the Angeles National Forest. Prefers chaparral, coastal sage scrub, creosote bush scrub, and wetland-riparian habitats.
Chaparral ragwort (*Senecio aphanactis*)	None/None	G3?/S1.2	2.2	POTENTIAL: Occurs at Puddingstone Reservoir Dam. Prefers drying alkaline flats, serpentine soils and barren gravelly or sandy slopes in chaparral, cismontane woodland, and coastal scrub habitats.
Coulter's saltbush (*Atriplex coulteri*)	None/None	G2/S2	1B.2	POTENTIAL: Occurs south of the city along Chino Creek in damp pastureland. Prefers coastal strand, dunes, valley grassland, and coastal sage scrub habitats.
Davidson's saltscale (*Atriplex serenana* var. *davidsonii*)	None/None	G5T2?/S2?	1B.2	POTENTIAL: Occurs north of the city in La Verne. Prefers coastal bluff, coastal scrub, typically in more alkaline conditions, often found in wasted areas.
Greata's aster (*Symphyotrichum greatae*)	None/None	G2/S2.3	1B.3	POTENTIAL: Occurs north of the city in the Angeles National Forest. Prefers chaparral in canyons.
Intermediate mariposa lily (*Calochortus weedii* var. *intermedius*)	**None/None**	**G3G4T2/S2.2**	**1B.2**	**KNOWN: Occurs on Elephant Hill. Prefers chaparral, valley grassland, and coastal sage scrub habitats.**
Many-stemmed dudleya (*Dudleya multicaulis*)	**None/None**	**G2/S2**	**1B.2**	**KNOWN: Occurs on Elephant Hill, Frank G. Bonelli Regional Park, and Puddingstone Reservoir. Prefers chaparral, coastal scrub, and valley and foothill grasslands, often in clay soils.**
Mesa horkelia (*Horkelia cuneata* ssp. *puberula*)	**None/None**	**G4T2/S2.1**	**1B.1**	**KNOWN: Occurs within the city limits, however, presumed extirpated. Prefers chaparral, cismontane woodland, and coastal scrub on sandy or gravelly soils.**
Nevin's barberry (*Berberis nevinii*)	Endangered/ Endangered	G1/S1	1B.1	POTENTIAL: Occurs near Cobal Canyon and Mt. Baldy. Prefers riparian habitat in chaparral, foothill woodland, and coastal sage scrub communities.

Table 4.3-2 Special-status Plants and Sensitive Habitats

Common Name (Scientific Name)	*Federal/State Status*	*Global/State Rank*	*CRPR*	*Potential to Occur*
Plummer's mariposa lily (*Calochortus plummerae*)	None/None	G3/S3	1B.2	POTENTIAL: Occurs west of the city in San Jose Hills, and northeast of the city. Prefers chaparral, cismontane woodland, coastal scrub, lower montane forests, and valley and foothill grassland habitats.
Parry's spineflower *(Chorizanthe parryi var. parryi)*	None/None	G2T2/S2	1B.1	POTENTIAL: Occurs north of the city in the Angeles National Forest. Prefers openings in chaparral and coastal sage scrub habitats.
Plummer's mariposa lily (*Calochortus plummerae*)	None/None	G3/S3	1B.2	POTENTIAL: Occurs in San Jose Hills adjacent to the city. Prefers chaparral, foothill woodland, yellow pine forest, coastal sage scrub, and valley grassland habitats.
Rigid Fringepod *(Thysanocarpus rigidus)*	None/None	G1G2/S1S2	1B.2	POTENTIAL: Occurs northeast of the city. Prefers dry rocky slopes in juniper pinyon woodland.
Robinson's pepper-grass (*Lepidium virginicum* var. *robinsonii*)	**None/None**	**G5T3/S3**	**1B.2**	**KNOWN: Occurs within city limits, however, presumed extant. Prefers chaparral and coastal scrub.**
Round-leaved filaree *(California macrophylla)*	None/None	G2/S2	1B.1	POTENTIAL: Occurs at Puddingstone Dam (CNDDB 2012). Prefers valley grassland and foothill woodland habitats.
Salt Spring checkerbloom (*Sidalcea neomexicana*)	None/None	G4?/S2S3	2.2	POTENTIAL: Occurs northeast and south of the city. Prefers alkaline and mesic conditions in chaparral, coastal scrub, lower montane coniferous forest, Mojavean desert scrub, and playas
San Bernardino aster (*Symphyotrichum defoliatum*)	**None/None**	**G2/S2**	**1B.2**	**KNOWN: Occurs within city limits, as well as, south of the city. Prefers areas near ditches, streams, springs, cismontane woodland, coastal scrub, lower montane coniferous forest, meadows and seeps, marshes and swamps, and valley and foothill grassland (vernally mesic) habitats.**
Santa Barbara morning-glory (*Calystegia sepium* ssp. *binghamiae*)	None/None	G5T1/S1	1B.1	POTENTIAL: Occurs southeast of the city. Prefers coastal salt marsh and wetland-riparian habitats.
Slender-horned spineflower *(Dodecahema leptoceras)*	Endangered/ Endangered	G1/S1	1B.1	POTENTIAL: Occurs northeast of the city. Chaparral, cismontane woodland, and coastal scrub (alluvial fan).
Slendar mariposa lily (*Calochortus clavatus* var. *gracilis*)	None/None	G4T2/S2	1B.2	POTENTIAL: Occurs in Cobal Canyon north of the city. Prefers chaparral habitat.
Smooth Tarplant *(Centromadia pungens* ssp. *laevis)*	None/None	G3G4T2/S2.1	1B.1	POTENTIAL: Occurs south of the city. Prefers wetland-riparian habitat.
Thread-leaved brodiaea (*Brodiaea filifolia*)	Threatened/ Endangered	G1/S1	1B.1	POTENTIAL: Occurs north of the city in San Dimas. Sage scrub, valley and foothill grassland, cismontane woodland, and vernal pools on clay soils.
White rabbit-tobacco *(Pseudognaphalium leucocephalum)*	None/None	G4/S2S3.2	2.2	POTENTIAL: Occurs north of the city. Prefers sandy, gravelly habitats in chaparral, cismontane woodland coastal scrub, and riparian woodland communities.

Table 4.3-2 Special-status Plants and Sensitive Habitats

Common Name (Scientific Name)	*Federal/State Status*	*Global/State Rank*	*CRPR*	*Potential to Occur*
Sensitive Habitats				
California Walnut Woodland	-	G2/S2.1	-	POTENTIAL: Occurs in San Jose Hills and south of the city.
Riversidean Alluvial Fan Sage Scrub	-	G1/S1.1	-	POTENTIAL: Occurs northwest and northeast of the city.
Walnut Forest	-	G1/S1.1	-	POTENTIAL: Occurs in San Jose Hills west of the city.

SOURCE: California Natural Diversity Database 2012
BOLD indicates Known to Occur within the Pomona city limits.
Project Area = USGS Quadrangles Ontario and San Dimas
"?" This designation indicates CNDDB's uncertainty over the global and state rank of the habitat.

U.S. Fish and Wildlife Service Status:

FE Federally listed endangered species.

FT Federally listed threatened species.

FPE Proposed for listing as an endangered species by the federal government.

FPT Proposed for listing as a threatened species by the federal government.

SC Species of concern (Category 2 candidate species) for federal listing as threatened or endangered, for which available information is available to support a proposed ruling or listing.

California Department of Fish and Wildlife Status:

SE State-listed endangered species.

ST State-listed threatened species.

SCE Candidate for listing as endangered by the state of California.

SSC CDFW species of special concern.

SCT Candidate for listing as threatened by the state of California.

WL CDFW watch list.

CFP CDFW "fully-protected" species, as described in the state Fish and Game Code. These species include many of those that are listed as threatened or endangered, and is the State's initial effort to identify and provide additional protection to those animals that are rare or face possible extinction.

KEY TO SPECIAL-STATUS DESIGNATIONS

California Native Plant Society: The California Native Plant Society (CNPS) is a nonprofit organization that collects and publishes information about California plant species that are of concern because of declines in population or other problems. CNPS manages rare plant status by assigning a rank code through their California Rare Plant Rank system.

California Rare Plant Rank (CRPR) status categories are identified below:

CRPR 1A Plants Presumed Extinct in California - This includes plant species that are presumed to be extinct in California. These species have not been seen or collected within California for many years.

CRPR 1B Plants Rare, Threatened, or Endangered in California and Elsewhere - This includes plants that are considered by CNPS to be rare, threatened, or endangered in California and elsewhere in their range.

CRPR 2 Plants Rare, Threatened, or Endangered in California, but More Common Elsewhere - This includes plants that are considered by CNPS to be rare, threatened, or endangered in California, but are more common elsewhere.

CRPR 3 Plants About Which We Need More Information – A Review List - This includes plants about which more information is needed. These plants have been recommended for inclusion in a sensitive category by CNPS, but adequate information on their distribution and abundance is not available to determine their correct status.

CRPR 4 Plants of Limited Distribution – Watch List - This includes plant species of limited distribution in the state, which CNPS feels should be carefully monitored. List 4 is considered to be a "watch list" for plants, and taxa included could be moves to List 1B or 2 if they become less common.

The California Rare Plant Rank (CRPR) uses a decimal-style threat rank. This extension designates the level of ranking by adding a 1 to 3 with 1 being the most endangered and 3 being the least endangered to the List rank. The system is summarized as follows:

0.1 Seriously endangered in California
0.2 Fairly endangered in California
0.3 Not very endangered in California

Within the CDFG's Natural Diversity Data Base (CNDDB), rankings are provided for priority of preservation for terrestrial plant communities that are considered sensitive.

Table 4.3-2 Special-status Plants and Sensitive Habitats

Common Name (Scientific Name)	*Federal/State Status*	*Global/State Rank*	*CRPR*	*Potential to Occur*

GLOBAL RANK-is a reflection of the overall status of an element throughout its global range.

G1 Critically Imperiled
G2 Imperiled
G3 Vulnerable
G4 Apparently Secure
G5 Secure

STATE RANK-assigned the same way as Global Rank, but Start Ranks refer to the imperilment status only within the state of California.

S1.1 Very threatened (the majority of occurrences are threatened, or the majority of individuals are in occurrences that are threatened)

S1.2 Threatened (the element has some but not the majority of occurrences threatened and/or has occurrences that will soon be threatened)

S1.3 No threats known (no obvious or predictable threats exist)
Six to twenty EOs, or 1,000 to 3,000 individuals, or 2,000 to 10,000 acres:

S2.1 Very threatened

S2.2 Threatened

S2.3 No threats known
Twenty-one to 100 EOs, or 3,000 to 10,000 individuals, or 10,000 to 50,000 acres:

S3.1 Very threatened

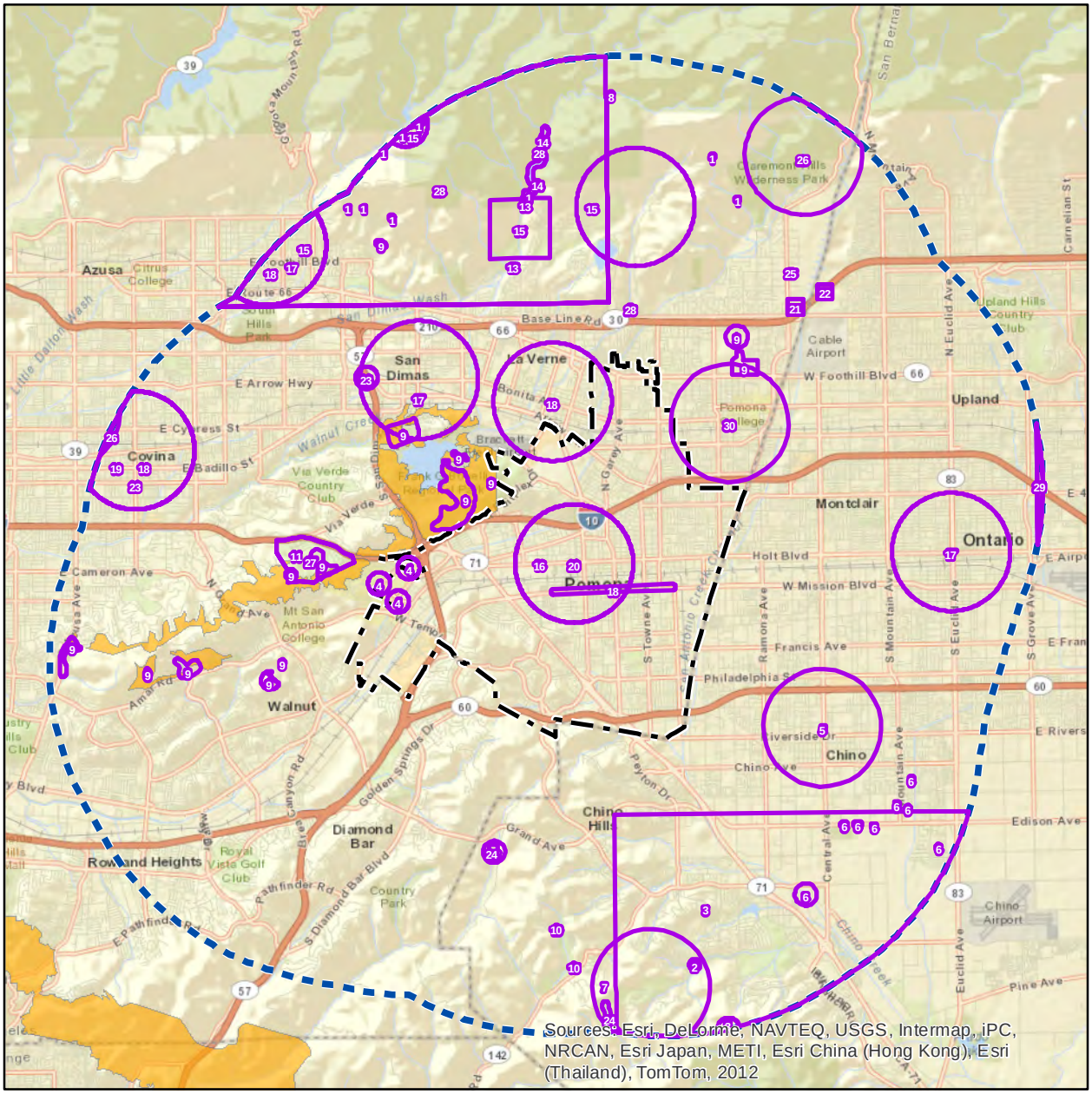
S3.2 Threatened

S3.3 No threats known
Greater than 100EOs, or greater than 10,000 individuals, or greater than 50,000 acres:

S4 Apparently secure; clearly lower than an S3 but reasons exist to be concerned, for example, there is some threat or narrow habitat (such as the Sierra Nevada)

S5 Demonstrably secure, common, widespread, and abundant in the State.

SH All California sites are historical



Basemap and data layers provided by ESRI and its licensors © 2012. Additional data layers from California Natural Diversity Database, October 2012, and U.S. Fish and Wildlife Service, June 2012. Critical habitat shown is that most recently available from U.S. FWS. Check with U.S. FWS or Federal Register to confirm.

City Boundary

5-Mile Radius

Animals

Critical Habitat

Coastal California gnatcatcher, 3/30/1993

Least Bell's vireo, 5/2/1986

1 - Coast Range newt
2 - white-tailed kite
3 - golden eagle
4 - merlin
5 - western yellow-billed cuckoo
6 - burrowing owl
7 - long-eared owl
8 - black swift
9 - coastal California gnatcatcher
10 - least Bell's vireo
11 - southern California rufous-crowned sparrow
12 - tricolored blackbird
13 - Santa Ana sucker
14 - Yuma myotis
15 - hoary bat
16 - western yellow bat
17 - pallid bat
18 - western mastiff bat
19 - pocketed free-tailed bat
20 - big free-tailed bat
21 - northwestern San Diego pocket mouse
22 - San Diego desert woodrat
23 - American badger
24 - western pond turtle
25 - silvery legless lizard
26 - coast horned lizard
27 - coastal whiptail
28 - two-striped garter snake
29 - Delhi Sands flower-loving fly
30 - California diplectronan caddisfly

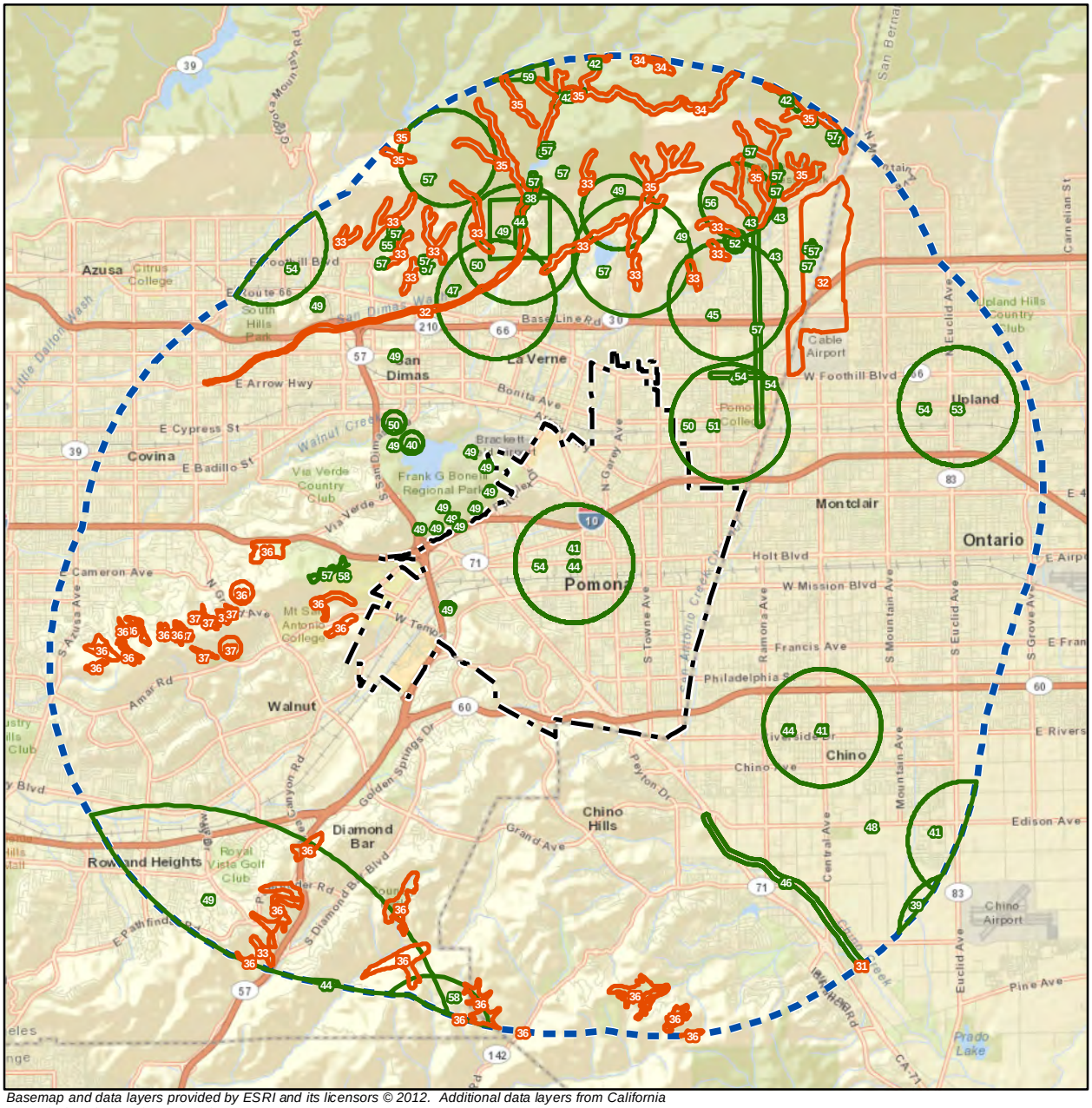
N

0 1.4 2.8

Miles

Special-status Wildlife Species Locations and Critical Habitat

Figure 4.3-2a



Basemap and data layers provided by ESRI and its licensors © 2012. Additional data layers from California Natural Diversity Database, October 2012.

City Boundary

5-Mile Radius

Natural Communities

Plants

Critical Habitat

Thread-leaved brodiaea, 10/13/1998

31 - Southern California Arroyo Chub/Santa Ana Sucker Stream
32 - Riversidian Alluvial Fan Sage Scrub
33 - Southern Coast Live Oak Riparian Forest
34 - Canyon Live Oak Ravine Forest
35 - Southern Sycamore Alder Riparian Woodland
36 - California Walnut Woodland
37 - Walnut Forest
38 - white rabbit-tobacco
39 - smooth tarplant
40 - chaparral ragwort
41 - San Bernardino aster
42 - Greata's aster
43 - Nevin's barberry
44 - Robinson's pepper-grass
45 - rigid fringepod
46 - Coulter's saltbush
47 - Davidson's saltscale
48 - Santa Barbara morning-glory
49 - many-stemmed dudleya
50 - round-leaved filaree
51 - Salt Spring checkerbloom
52 - Parry's spineflower
53 - slender-horned spineflower
54 - mesa horkelia
55 - thread-leaved brodiaea
56 - slender mariposa-lily
57 - Plummer's mariposa-lily
58 - intermediate mariposa-lily
59 - California satintail

N

0 1.4 2.8

Miles

Special-status Plant Species Locations and Critical Habitat

Figure 4.3-2b

Federal, state, and local authorities under a variety of legislative acts share regulatory authority over biological resources. The California Department of Fish and Wildlife (CDFW) has direct jurisdiction under law for biological resources through the state Fish and Game Code and under the California Endangered Species Act. The federal Endangered Species Act also provides direct regulatory authority over specially designated organisms and their habitats to the U.S. Fish and Wildlife Service (USFWS). The acts specifically regulate listed and candidate endangered and threatened species.

A federally endangered species is one facing extinction throughout all or a significant portion of its geographic range. A federally threatened species is one likely to become endangered within the foreseeable future throughout all or a significant portion of its range. The presence of any federally threatened or endangered species on a particular site or area generally imposes constraints on development, especially if development would result in "take" of the species or its habitat. The term "take" means to harass, harm, pursue, hunt, shoot, wound, kill, trap, capture, collect, or attempt to engage in such conduct. Harm in this sense can include any disturbance to habitats used by the species during any portion of its life history.

California considers an endangered species as one whose prospects of survival and reproduction are in immediate jeopardy, a threatened species as one present in such small numbers throughout its range that it is likely to become an endangered species in the near future in the absence of special protection or management, and a rare species as one present in such small numbers throughout its range that it may become endangered if its present environment worsens. Rare species apply primarily to California native plants. State threatened and endangered species are fully protected against take unless an incidental take permit is obtained from the wildlife agencies.

Threatened or endangered species documented living in or near Pomona include the following wildlife species: Dehli sands flower-living fly (*Rhaphiomidas terminates abdominalis*), western yellow-billed cuckoo (*Coccyzus americanus occidentalis*), coastal California gnatcatcher (*Polioptila californica californica*), and Santa Ana sucker (*Catastomas santaanae*); Threatened or endangered plant species include Nevin's barberry (*Berberis nevinii*), Slender-horned spineflower (*Dodecahema leptoceras*), and thread-leaved brodiaea (*Brodiaea filifolia*) (CNDDB, 2012).

Special-status Wildlife. Approximately 30 invertebrate, amphibian, fish, reptile, bird, and mammal special status species have potential to occur within Pomona (the San Dimas and Ontario USGS 7.5 minute quadrangles) and are listed above in Table 4.3-1. Figure 4.3-2a illustrates the general locations of special-status species documented by the CNDDB within the city limits and includes a 5-mile radius from the city boundary (CNDDB 2012). There are five special-status wildlife species that are known to occur within the city limits, these include merlin (*Falco columbarius*), big free-tailed bat (*Nyctinomops macrotis*), western mastiff bat (*Eumops perotis californicus*), western yellow bat (*Lasiurus xanthinus*), and California diplectronan caddisfly (*Diplectrona californica*). Critical habitat for the coastal California gnatcatcher occurs at the north boundary of the city and Frank G. Bonelli Regional Park (Figure 4.3-2a). See Table 4.3-1 above for specific species habitat preferences.

Special-status Plants. Special-status plant species are either listed as endangered or threatened under the federal or California Endangered Species Acts, or rare under the California Native Plant Protection Act, or considered to be rare (but not formally listed) by resource agencies and the scientific

community. California Native Plant Society (CNPS) has created five "ranks" to categorize degrees of concern for rare plants; these include California Rare Plant Rank (CRPR) 1A, 1B, 2, 3, and 4 (see Key in Table 4.3-2 above for details)(CNPS 2012). Each CRPR category may also receive a decimal degree threat rank to further categorize each rare plant species. CDFW and local government agencies may also recognize special listings developed by focal groups (i.e., Audubon Society Blue List; CNPS Rare and Endangered Plants; U.S. Forest Service regional lists). Approximately 22 special-status plant species that are known to occur or possibly found within Pomona (the San Dimas and Ontario USGS 7.5 minute quadrangles) are listed above in Table 4.3-2. Figure 4.3-2b illustrates the general locations of special-status plants documented by the CNDDB within the city limits and includes a 5-mile radius from the city boundary (CNDDB 2012). Three species are state and federally listed and include Nevin's barberry (*Berberis nevinii*), thread-leaved brodiaea (*Brodiaea filifolia*), and slender-horned spineflower (*Dodecahema leptoceras*). Critical habitat for thread-leaved brodiaea occurs to the north outside the city limits (Figure 4.3-2b). Five special-status plant species are documented within the city limits. These include intermediate mariposa lily (*Calochortus weedii* var. *intermedius*), Mesa horkelia (*Horkelia cuneata* ssp. *puberula*), many-stemmed dudleya (*Dudleya multicaulis*), Robinson's pepper-grass (*Lepidium virginicum* var. *robinsonii*), and San Bernardino aster (*Symphyotrichum defoliatum*). See Table 4.3-2 above for specific species habitat preferences.

Special-status Habitats. Special-status habitats are vegetation types, associations, or sub-associations that support concentrations of special-status plant or wildlife species, are of relatively limited distribution, or are of particular value to wildlife. Although special-status habitats are not afforded legal protection unless they support special-status species, potential impacts on them may increase concerns and trigger mitigation suggestions by resources agencies.

Sensitive habitats are special-status plant communities and are considered sensitive by federal, state, and local agencies due to their rarity or value in providing habitat for vegetation, fish, and wildlife. Sensitive habitats present within the city are shown above in Table 4.3-2 and include the following:

- California Walnut Woodland
- Riversidean Alluvial Fan Sage Scrub
- Walnut Forest

Wildlife Corridors. Wildlife corridors are generally defined as connections between habitat patches that allow for physical and genetic exchange between otherwise isolated animal populations. Such linkages may serve a local purpose, such as between foraging and denning areas, or they may be regional in nature allowing movement across the landscape. Some habitat linkages may serve as migration corridors, wherein animals periodically move away from an area and then subsequently return.

Significant Ecological Areas. Significant Ecological Areas (SEAs) are ecologically important areas that are designated by the County of Los Angeles as having valuable plant or animal communities. SEAs can either be land or aquatic habitat, and are offered certain protections by this designation. The County of Los Angeles is currently in the process of updating the SEA designations and policies as part of the County General Plan Update and has identified a proposed SEA that extends into the city of Pomona.

The proposed East San Gabriel Valley SEA (SEA #6) is located in the easternmost portion of the San Gabriel Valley, as shown in Figure 4.3-3. This area is just east of I-57 and includes Elephant Hill and an adjoining ridgeline in the city. The area represents several ridgelines and hilltops and a major drainage at the eastern end of the San Jose Hills, which have been surrounded by urban development over the past four decades. Areas outside of the city proposed for inclusion in the SEA include Frank G. Bonelli Regional County Park, a portion of Walnut Creek Park, undeveloped land in the city of Glendora, Buzzard Peak and undeveloped hillsides to the southwest within the cities of West Covina and Walnut, and undeveloped slopes to the west of Bonelli Park and I-210 in the city of San Dimas. The proposed SEA resembles an "archipelago," encompassing portions, or islands, of undeveloped ridgelines, hilltops and drainages between the San Gabriel Mountains to the north and the Puente Hills to the south.

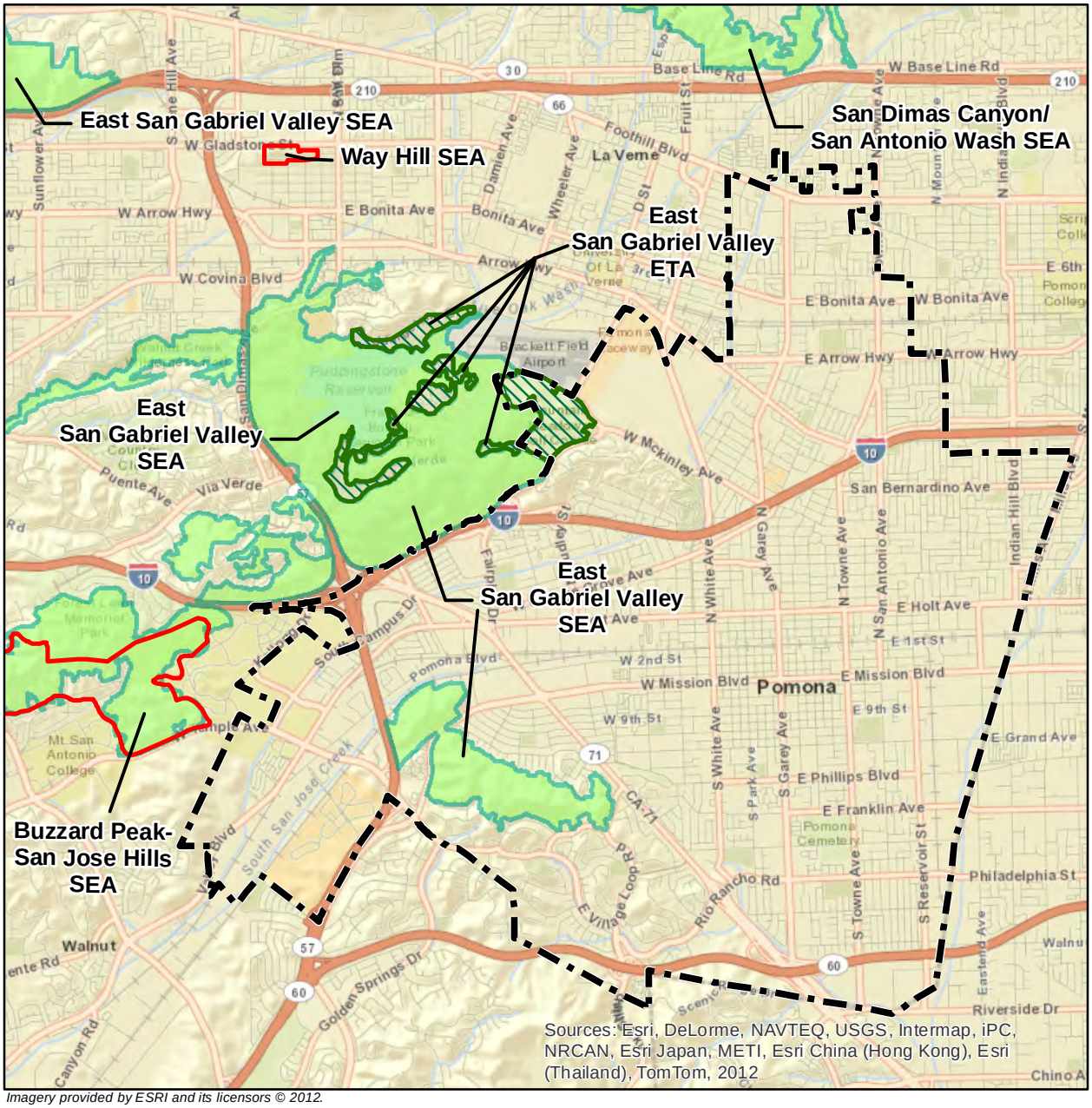
The proposed SEA #6 represents the only regional wildlife linkage between the San Gabriel Mountains and the Puente Hills/Chino Hills complex. Because this SEA contains a series of discontinuous habitat blocks and patches rather than an unbroken corridor for movement, it facilitates movement and exchange between larger habitat areas by permitting terrestrial "island-hopping" between the SEA components.

The manner in which the proposed East San Gabriel SEA allows wildlife populations to interact is less than ideal. Birds, winged insects, and wind-borne plant pollen can use component parts of the SEA to cover long distances. This function likely does not apply to other taxonomic groups, as amphibian, reptile and most mammal populations cannot use the corridor as effectively as birds, insects or pollen. However, the exchange is dictated by the widespread urbanization of the region; it is the only remaining way regional interaction can occur and contribute to the maintenance of genetic variability and health of regional wildlife populations.

Sensitive biological resources within proposed SEA #6 include vegetation habitats as well as plant and animal species. Among the sensitive vegetation communities are oak riparian woodland, oak riparian forest, walnut woodland, southern willow scrub, mixed chaparral, coastal sage scrub, non-native grassland, and freshwater marsh. Sensitive species that occur or have the potential to occur within the SEA include, but are not limited to, Nevin's barberry, thread-leaved brodiaea, Plummer's mariposa lily, intermediate mariposa lily, San Diego coast horned lizard, golden eagle, coastal California gnatcatcher, and least Bell's vireo (LACO 2000). Critical habitat for the coastal California gnatcatcher occurs within the northern portion of the SEA, and borders Pomona (Figure 4.3-2a).

Ecological Transition Areas (ETA) are a subset of an SEA, where the natural ecological features or systems have been degraded as a result of past or on-going land use activities but are deemed functionally integral to the SEA or support important plant or animal populations. ETAs are delineated on the SEAs and Coastal Resource Areas policy map of the Los Angeles County General Plan (Title 22 Planning and Zoning, Section 2, Section 22.56.215).

One proposed ETA is located within the northwestern portion of the city at Mountain Meadows Golf Course and is adjacent to the part of the East San Gabriel Valley SEA that encompasses Puddingstone Reservoir (Figure 4.3-3).



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City Boundary
Adopted SEAs
Ecological Transition Area (Proposed)
Significant Ecological Area (Proposed)

N

0 0.625 1.25
Miles

Significant Ecological Areas

Figure 4.3-3

4.3.2 Regulatory Framework

The following is a summary of the regulatory context under which biological resources are managed at the federal, state, and local level. Agencies with responsibility for protection of biological resources within the city include:

- U.S. Fish and Wildlife Service (USFWS; federally listed species and migratory birds)
- California Department Fish and Wildlife (CDFW; waters of the State, state listed and fully-protected species, and other sensitive plants and wildlife)
- Los Angeles Regional Water Quality Control Board (RWQCB; waters of the State)
- U.S. Army Corps of Engineers (USACE; wetlands and other waters of the United States)
- Los Angeles County
- City of Pomona

A number of federal and/or state statutes provide a regulatory structure that guides the protection of biological resources. The following discussion provides a summary of those laws that are most relevant to biological resources in the vicinity of the city.

U.S. Fish and Wildlife Service

The U.S. Fish and Wildlife Service (USFWS) implements the Migratory Bird Treaty Act (16 USC Section 703-711) and the Bald and Golden Eagle Protection Act (16 United States Code (USC) Section 668). USFWS and the National Oceanic and Atmospheric Administration (also called NOAA Fisheries) share responsibility for implementing the Federal Endangered Species Act (FESA; 16 USC § 153 et seq.). USFWS generally implements the FESA for land and freshwater species, such as could be found in the city. Projects that would result in take of any federally listed threatened or endangered species are required to obtain permits from the USFWS through either Section 7 (interagency consultation with a federal nexus) or Section 10 (Habitat Conservation Plan) of FESA, depending on the involvement by the federal government in permitting or funding the project. The permitting process is used to determine if a project would jeopardize the continued existence of a listed species and what mitigation measures would be required to avoid jeopardizing that species.

Take under federal definition means to harass, harm (which includes habitat modification or degradation), pursue, hunt, shoot, wound, kill, trap, capture, or collect, or to attempt to engage in any such conduct. Proposed or candidate species do not have the full protection of FESA, however, the USFWS advises project applicants that they could be elevated to listed status at any time.

The Migratory Bird Treaty Act of 1918 (MBTA), as amended in 1972, protects nesting migratory birds by making it unlawful to "take" (kill, harm, harass, etc.) any migratory bird listed in 50 CFR 10, including their nests, eggs, or products. Migratory birds include geese, ducks, shorebirds, raptors, songbirds, and many other species.

California Department of Fish and Wildlife

The CDFW derives its authority from the Fish and Game Code of California Species listed under the California Endangered Species Act (CESA; Fish and Game Code Section 2050 et seq.), which prohibits

take of listed threatened or endangered species. Incidental Take Permits (i.e., Management Agreements) are required from the CDFW for projects that may result in the incidental take of species listed by the state of California as endangered, threatened, or candidate species. Take under CESA is restricted to direct killing of a listed species and does not prohibit indirect harm by way of habitat modification. The CESA program maintains a separate listing of species beyond the FESA, although the provisions under this act are similar to that of the FESA.

California Fish and Game Code Sections 3503, 3503.5, and 3511 describe unlawful take, possession, or needless destruction of birds, nests, and eggs. Fully protected birds (Section 3511) may not be taken or possessed except under specific permit. Section 3503.5 of the Code protects all birds-of-prey and their eggs and nests against take, possession, or destruction of nests or eggs.

Species of Special Concern (SSC) is a category used by CDFW for those species which are considered to be indicators of regional habitat changes or are considered to be potential future protected species. SSC do not have any special legal status except that afforded by the Fish and Game Code. The SSC category is intended by the CDFW for use as a management tool to include these species into special consideration when decisions are made concerning the development of natural lands.

CDFW also has authority to administer the Native Plant Protection Act (Fish and Game Code Section 1900 et seq.). The Act requires CDFW to establish criteria for determining if a species, subspecies, or variety of native plant is endangered or rare. Under Section 1913(c) of the Act, the owner of land where a rare or endangered native plant is growing is required to notify the department at least 10 days in advance of changing the land use to allow for salvage of plant.

Perennial and intermittent streams also fall under the jurisdiction of CDFW. Sections 1600 et seq. of the Fish and Game Code (Streambed Alteration Agreements) gives CDFW regulatory authority over work within the stream zone (which could extend to the 100-year flood plain) consisting of, but not limited to, the diversion or obstruction of the natural flow or changes in the channel, bed, or bank of any river, stream or lake.

Regional Water Quality Control Board

The protection of water quality in the watercourses of Pomona is under the jurisdiction of the Los Angeles Regional Water Quality Control Board. The Board establishes requirements prescribing discharge limits and establishes water quality objectives through the Los Angeles County Municipal Storm Water National Pollutant Discharge Elimination System (NPDES) Permit. The Standard Urban Storm Water Mitigation Plan (SUSMP), which is part of the NPDES Permit, addresses specific storm water pollution requirements for new developments such as the proposed project. As co-permittee, the City of Pomona is responsible for assuring that new developments are in compliance with the SUSMP.

U.S. Army Corps of Engineers

Under Section 404 of the Clean Water Act and section 10 of the Rivers and Harbors Act, the USACE has authority to regulate activity that could discharge fill or dredge material or otherwise adversely modify wetlands or other waters of the United States. Perennial and intermittent creeks and adjacent wetlands

are considered waters of the United States and are within the regulatory jurisdiction of the USACE. The USACE implements the federal policy embodied in Executive Order 11990, which, when implemented, is intended to result in no net loss of wetland values or acres. In achieving the goals of the Clean Water Act, the USACE seeks to avoid adverse impacts and to offset unavoidable adverse impacts on existing aquatic resources. Any fill or adverse modification of wetlands or other waters of the U.S. would require a permit from the USACE prior to the start of work. Typically, permits issued by the USACE are a condition of a project as mitigation to offset unavoidable impacts on wetlands and other waters of the U.S. in a manner that achieves the goal of no net loss of wetland acres or values.

Los Angeles County

Los Angeles County has proposed a portion of the East San Gabriel Valley SEA within the jurisdiction of the City of Pomona. Proposed new development within the proposed SEA may need to be designed to be compatible with the continued ecological function of biological resource components such as; wildlife, wildlife movement, and sensitive biological resources. This portion of the SEA is located in Elephant Hill, Westmont Hills, and bordered to the south by Phillips Ranch (Figure 4.3-3).

City of Pomona

The City's Oak Tree Preservation Ordinance (Section .5809-23 of the City of Pomona Municipal Code) requires the preservation of all healthy mature oak trees on public and private property, including all oak trees designated as "specimen trees" pursuant to City Council Resolutions No. 62-65 and No. 73-68, as well as all oak trees located outside of the designated Historic Districts and Historic Landmarks that have not been designated as Specimen Trees and have a diameter greater than eight inches as measured 4.5 feet above the mean natural grade. Under these guidelines, Major and Minor Oak Tree Permits (Major = removal or relocation, Minor = trimming) must be obtained if impacts to oak trees are expected. In addition to the Oak Tree Preservation Ordinance, the City has three designated Historic Districts. Section .5809-13 of the City's zoning code addresses requirements within these Historic Districts, including the requirement to apply for, and receive, a Certificate of Appropriateness prior to removal of any tree larger than 10 inches in diameter or 38 inches in circumference for multi-trunk trees.

4.3.3 Thresholds of Significance

The following thresholds of significance are based on Appendix G to the *State CEQA Guidelines*. For purposes of this EIR, implementation of the proposed project may have a significant adverse impact if it would do any of the following:

- Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service
- Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations or by the California Department of Fish and Wildlife or US Fish and Wildlife Service

- Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means
- Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites
- Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance
- Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan

4.3.4 Project Impacts and Mitigation

Analytic Method

The analysis of significant impacts is based on the literature and review of aerial photographs as outlined in Section 4.3.1 (Environmental Setting) of this chapter.

Project Impacts

The following discussion provides a summary of biological resource impacts which could result from implementation of the proposed General Plan Update and Corridors Specific Plan. The discussion describes the generalized effects of potential future development within the city and, where necessary, provides policy level mitigation appropriate for a plan-level analysis. Depending upon the nature and location of individual future development projects, information contained in this EIR regarding the potential occurrence and listing status of special-status species of plants and wildlife and sensitive habitats, may need to be updated at the time individual future projects undergo environmental review.

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

Impact 4.3.1 **Potential direct and indirect impacts to listed and special-status species and sensitive habitats could occur as a result of development facilitated by the proposed General Plan Update and Corridors Specific Plan. However, these impacts would largely be avoided by emphasis in the Plans on intensification/reuse of already urbanized areas and through implementation of the proposed General Plan Update goals and policies. Remaining impacts to listed and special-status species and sensitive habitats would be Class II, *significant but mitigable*.**

As indicated in Section 4.3.1 (Environmental Setting), a variety of wildlife species are present throughout the city, including various amphibians, reptiles, bird species, and mammals, although areas that may provide habitat for special-status species in the city are primarily located in two distinct locations: (1) immediately east of I-57, between W. Mission Blvd. and the Union Pacific Railroad, which includes

habitat for Salt Spring checkerbloom and intermediate mariposa lily, as well as portions of the city within the East San Gabriel Valley SEA, and (2) northeastern corner of the city immediately south of East Arrow Highway, which includes habitat for the many-stemmed dudleya (see Figure 4.3-1). Some of the sensitive wildlife species that have been observed within or near the city include the western yellow-billed cuckoo, coastal California gnatcatcher, white-tailed kite, and San Diego desert woodrat.

Special-status plant species within the city include intermediate mariposa lily, Mesa horkelia, many-stemmed dudleya, Robinson's pepper-grass, and San Bernardino aster. The special-status plant communities that occur in and around the city include California walnut woodland, Riversidean alluvial fan sage scrub, and walnut forest. These habitats are primarily restricted to the undeveloped hills surrounding the city.

The majority of development within the city under the proposed General Plan Update and Corridors Specific Plan would consist of infill and urban expansion of developed areas, which do not support a wide diversity of biological resources. Lands within the city boundaries are largely urbanized and contain few significant biological resources. Further, existing natural resources are fragmented and surrounded by development. In addition, special-status species habitat located immediately east of SR-57 is currently designated and proposed to remain as open space and is included in the proposed East San Gabriel Valley SEA.

Nevertheless, implementation of the proposed General Plan Update and Corridors Specific Plan would introduce new development on land within the city and/or intensify development in existing urban areas. Therefore, it is possible that development may encroach into areas that contain sensitive natural communities, which are not designated as open space in the General Plan Update. This would lead to the direct loss of this habitat and the wildlife that rely on it. Increased development could also lead to the degradation of adjacent areas that, while not directly disturbed, would be subject to increased indirect impacts (e.g. from noise, lighting or dust) by being in close proximity to new or more intense urban development uses.

All development under the General Plan Update and Corridors Specific Plan would be subject to the provisions of the various federal and state natural resources regulations listed previously and their respective permitting processes. In addition, the proposed General Plan Update includes Policies 7E.P2 through 7E.P8, 7E.P15, 7E.P21, and 7E.P28, which are aimed at ensuring the proper assessment and protection of sensitive habitats within the city.

Policy 7E.P2 Contribute to regional goals of conserving wildlife ecosystems, sensitive habitat areas, and undeveloped land by promoting a more efficient pattern of development within the city as illustrated in the Pomona Tomorrow General Plan diagram.

Policy 7E.P3 Preserve, as open space, those lands that are identified, through environmental review, as sensitive habitat areas. Require setbacks to development as buffer areas, as appropriate.

Policy 7E.P4 Protect natural vegetation in parks, open spaces, and scenic areas as wildlife habitat, to prevent erosion and to serve as noise and scenic buffers.

Policy 7E.P5 Work with the county, state and federal agencies to ensure that development within the city of Pomona does not substantially affect state or federally listed rare, endangered or threatened species or their habitats. Require assessments of biological resources prior to approval of any development in or within 300 feet of ecologically sensitive areas as shown in Figure 7-E.2.

Policy 7E.P6 Ensure that lighting from new development adjacent to sensitive habitat, including in Phillips Ranch, Westmont Hills, Mountain Meadows and Ganesha Hills, minimizes nighttime lighting on these sensitive habitat areas.

Policy 7E.P7 Coordinate with Los Angeles County to protect the East San Gabriel Valley Significant Ecological Area (SEA #6). Develop local regulations to protect areas within and adjacent to SEA#6, including the possibility of identifying this area with an overlay district in the Zoning Ordinance.

Policy 7E.P8 Ensure that construction adjacent to open canyon areas is sensitive to the natural environment. Preserve to the fullest extent possible the natural topography and vegetation.

Policy 7E.P15 Require dust abatement actions for all new construction and redevelopment projects.

Policy 7E.P21 For both private and public construction in new development and renovations, encourage rainwater and wastewater Best Management Practices (BMPs) to minimize rainwater runoff, and maximize rainwater and greywater collection and reuse.

Policy 7E.P28 Review and update rainwater and runoff Best Management Practices adopted by the City as needed. Consider developing and implementing a stormwater management program designed to ensure as much stormwater as soil infiltration rates permit is accommodated on individual sites throughout the city.

In addition, Policy 7E.P10 would aid in the protection of special-status species from urban development:

Policy 7E.P10 Conduct presence/absence biological surveys for sensitive plant and animal species in natural areas prior to any construction activities proposed adjacent to or within natural areas. If no special-status species are detected during these surveys, then construction-related activities may proceed. If listed special-status species are found within the construction zone, then avoid these species and their habitat or consult with U.S. Fish and Wildlife Service and/or California Department of Fish and Game prior to the commencement of construction.

While the above policies would account for potential direct effects to candidate, sensitive special-status species, there remains the potential for new development to result in indirect effects, such as from lighting and dust, on sensitive habitat and special-status species in areas adjacent to or near proposed development. In addition, as the presence of species and extent of development on a specific site is not known at this time, it is possible that previously unidentified species are present in the city. Additionally,

new listings of species as threatened or endangered under FESA or CESA could occur in the future. Therefore, impacts would be **significant but mitigable**.

Impact 4.3.2 **Implementation of the proposed General Plan Update and Corridors Specific Plan could result in a potential reduction in nesting opportunities for resident and migratory avian species of special concern. This is a Class II, *significant but mitigable* impact.**

As with most urbanized environments, landscape features within the city such as trees, shrubs, herbaceous plants, and parklands, could serve as temporary habitats or foraging grounds for wildlife.

As discussed in Section 4.3.1 (Regulatory Framework), migratory avian species that may use portions of the city for nesting during the breeding season are protected under the MBTA. Construction-related activities, that may include, but are not necessarily limited to, building demolition and/or relocation, grading, materials laydown, access and infrastructure improvements, and building construction, could result in the disturbance of nesting migratory species covered under the MBTA. The most identifiable potential direct impact to migratory species would involve the removal of vegetation, particularly trees that may serve as perching or nesting sites for migratory birds. This could occur in natural habitat, as well as existing landscape vegetation. Potential direct impacts related to the removal of oak trees would be limited by the provisions of the City of Pomona Oak Tree Preservation Ordinance. The Ordinance 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. Specific requirements for receipt of permits for individual developments are determined on a case-by-case basis. However, impacts related to the removal of other vegetation could have adverse effects on nesting migratory species. Therefore, this impact would be **significant but mitigable**.

Threshold	Would the project have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the *Clean Water Act* (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?

Impact 4.3.3 **Specific project development could disturb wetlands, including man-made wetlands, and areas under jurisdiction of the CDFW and USACOE. This would be a Class II, *significant but mitigable* impact.**

The streams that run through Pomona, including Thompson Creek, San Jose Creek, San Antonio Creek, and Chino Creek, are channelized and do not contain associated wetland habitat; however, man-made ponds, detention basins or wetlands in the city may be present as drainage features for highways or developments, while natural areas may contain small depressions and/or drainage features. Such areas may be subject to Army Corps of Engineers jurisdiction. Compliance with the requirements of the Clean Water Act would be required for any project proposed under the General Plan Update or Corridors Specific Plan. Impacts on federally protected wetlands, as defined by Section 404 of the Clean Water Act, would be **significant but mitigable**.

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

Impact 4.3.4 **Development facilitated by the proposed General Plan Update and Corridors Specific Plan would largely avoid impacts to wildlife movement corridors by emphasizing intensification/reuse of existing urbanized areas. Impacts would be Class III, *less than significant*.**

As discussed under Section 4.3.1 (Environmental Setting), the East San Gabriel Valley SEA #6 extends into Pomona. As noted previously, proposed SEA #6 represents the only wildlife linkage between the San Gabriel Mountains and the Puente Hills/Chino Hills complex. This SEA allows wildlife populations in different areas to interact via discontiguous habitat blocks and patches that facilitate "island-hopping" between and among the individual SEA units. The make-up of this SEA is dictated by the widespread urbanization of the region and is the only remaining pathway for regional interaction to occur and contribute to the maintenance of genetic variability and health of regional wildlife populations.

Within Pomona this SEA is located immediately east of I-57, extending eastward to near the SR-71 freeway, as shown in Figure 4.3-3. This location is partially within the City's Mission-SR-71 Specific Plan Area. However, ~~the~~ portions of the area ~~is wholly~~ are designated as open space in the existing and proposed General Plan Update. This SEA is also located outside the Corridors Specific Plan Area. Due to designation of portions of the area as open space, and the fact that development activities within the remaining area would be reviewed closely prior to development approval, ~~would not occur on this proposed SEA and therefore would not~~ interference with species corridors or linkages would not occur.

Intensification of development in some previously undeveloped or underdeveloped areas is facilitated by the proposed General Plan Update, e.g. the Lanterman Center and the agricultural area generally south of W. Temple Ave and the Cal Poly-owned Spadra Farm. These areas currently provide marginal habitat value as they are occupied by agriculture and intensively maintained lawn areas. Species using these areas would be expected to comprise suburban / urban species rather than special status species. Therefore, impacts to wildlife movement corridors would be **less than significant**.

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

Impact 4.3.5 **Development under the proposed General Plan Update and Corridors Specific Plan would be in substantial conformance with federal, state, and local applicable policies protecting biological resources. Impacts would be Class III, *less than significant*.**

Implementation of the proposed General Plan Update and Corridors Specific Plan would be subject to all applicable federal, state, and regional policies and regulations related to the protection of important biological resources. Specifically, development under the proposed General Plan Update would be required to comply with the policies and regulations described previously and listed below:

- Federal Endangered Species Act
- Federal Migratory Bird Treaty Act
- California Endangered Species Act
- California Fish and Game Code
- California Environmental Quality Act—Treatment of Special Status Plant and Animal Species

- Los Angeles County—Adoption of Proposed Significant Ecological Areas

The proposed General Plan Update has included policies to ensure compliance of future development within the Planning Area with the provisions of each of these federal, state, and regional laws, regulations, or plans. These policies would apply to development under the Corridors Specific Plan as well.

In addition, development under the proposed General Plan Update and Corridors Specific Plan would be subject to the provisions of the City of Pomona Oak Tree Preservation Ordinance. The Ordinance 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. Specific requirements for receipt of permits for individual developments are determined on a case-by-case basis.

Compliance with each of the relevant federal, state, and regional laws, regulations, or plans as well as with the provisions of the City's Oak Tree Ordinance would reduce impacts to **less than significant**.

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

Impact 4.3.6 **The General Plan Update and Corridors Specific Plan would not conflict with the provisions of any adopted local, regional or state habitat conservation plan. Impacts would be Class III, *less than significant*.**

Impacts on the proposed East San Gabriel Valley SEA are discussed under Impact 4.3.4. As detailed in that discussion, the proposed General Plan Update and Corridors Specific Plan would not conflict with the provisions of the East San Gabriel Valley SEA or other SEAs in the region. There are no other Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plans that apply to the city. Therefore, impacts would be **less than significant**.

Proposed General Plan Update Goals and Policies

The implementation section of the General Plan Update includes the following goals and policies pertaining to biological resources.

7E.P2 Contribute to regional goals of conserving wildlife ecosystems, sensitive habitat areas, and undeveloped land by promoting a more efficient pattern of development within the City as illustrated in the Pomona Tomorrow General Plan diagram [in the draft General Plan Update].

7E.P3 Preserve, as open space, those lands that are identified, through environmental review, as sensitive habitat areas. Require setbacks to development as buffer areas, as appropriate.

7E.P4 Protect natural vegetation in parks, open spaces, and scenic areas as wildlife habitat, to prevent erosion and to serve as noise and scenic buffers.

7E.P5 Work with county, state and federal agencies to ensure that development within the City of Pomona does not substantially affect state or federally listed rare, endangered or threatened species or their habitats. Require assessments of biological resources prior to approval of any development in or within 300 feet of ecologically sensitive areas as shown in Fig.7-E.2 [of the draft General Plan Update].

7E.P6 Ensure that lighting from new development adjacent to sensitive habitat, including in Phillips Ranch, Westmont Hills, Mountain Meadows and Ganesha Hills, minimizes nighttime lighting on these sensitive habitat areas.

7E.P7 Coordinate with Los Angeles County to protect the East San Gabriel Valley Significant Ecological Area (SEA #6). Develop local regulations to protect areas within and adjacent to SEA #6, including the possibility of identifying this area with an overlay district in the Zoning Ordinance.

7E.P8 Ensure that construction adjacent to open canyon areas is sensitive to the natural environment. Preserve to the fullest extent possible the natural topography and vegetation.

7E.P9 Preserve mature trees and vegetation, including wildflowers, along the City's scenic roadways.

7E.P10 Conduct presence/absence biological surveys for sensitive plant and animal species in natural areas prior to any construction activities proposed adjacent to or within natural areas. If no special status species are detected during these surveys, then construction-related activities may proceed. If listed special status species are found within the construction zone, then avoid these species and their habitat or consult with U.S. Fish and Wildlife Service and/or California Department of Fish and Wildlife prior to the commencement of construction..

Mitigation Measures

As discussed above, the following mitigation measures are required to reduce significant impacts to biological resources from the proposed General Plan Update.

Mitigation Measure BIO-1 would reduce potential direct and indirect impacts to listed and special-status species and sensitive habitats (see Impact 4.3.1) to less than significant.

MM BIO-1 Amend Policy 7E.P10 as follows (new text shown in *italics*): Conduct presence/absence biological surveys for sensitive plant and animal species *during the appropriate time of year and time of day* in natural areas prior to any construction activities proposed adjacent to or within natural areas. If no special-status species are detected during these surveys, then construction-related activities may proceed. If listed special-status species are found within the construction zone, then avoid these species and their habitat or consult with U.S. Fish and Wildlife

Service and/or California Department of Fish and ~~Game~~ *Wildlife* prior to the commencement of construction.

Mitigation Measure BIO-2 would reduce potential impacts from the reduction in nesting opportunities for resident and migratory avian species of special concern (see Impact 4.3.2) to less than significant.

MM BIO-2 Add the following policy to the General Plan Update: *Conduct nesting bird surveys prior to any construction activities, including projects proposed to remove/disturb native and ornamental landscaping and other nesting habitat for native birds during bird breeding season from March 1 through August 31 (as early as January 1 for some raptors). If no nesting birds are detected during these surveys, then construction-related activities may proceed. Active nests within and adjacent to the construction zone should be avoided and provided a minimum buffer as determined by a biological monitor (CDFW recommends a 300 foot nest avoidance buffer or 500 feet for all active raptor nests) or consult with U.S. Fish and Wildlife Service and/or California Department of Fish and Wildlife prior to the commencement of construction.*

Mitigation Measure BIO-3 would reduce potential impacts on wetlands, as discussed in Impact 4.3.3, to less than significant.

MM BIO-3 Add the following policy to the General Plan Update: *Prior to development of areas with drainage features such as ponds, detention basins, or wetlands, a site-specific investigation shall be conducted to define the extent of drainage features, determine wetland permit requirements, and propose measures to mitigate any impacts on the resources.*

In addition, pursuant to Impact 4.3.4, the following amendment to General Plan Update Policy 7E.P7 is recommended to further reduce the already less than significant impact to wildlife corridors by strengthening the policy controls which provide wildlife and habitat protection in the city.

MM BIO-4 Amend Policy 7E.P7 as follows (new text shown in *italics*): Coordinate with Los Angeles County to protect the East San Gabriel Valley Significant Ecological Area (SEA #6). Develop local regulations to protect areas within and adjacent to SEA #6 *and adjacent SEAs such as Buzzard Peak-San Jose Hills SEA*, including the possibility of identifying ~~this~~ the East San Gabriel Valley SEA area with an overlay district in the Zoning Ordinance.

Level of Significance After Policies/Mitigation Measures

Project impacts associated with Biological Resources would be less than significant under the proposed General Plan Update and Corridors Specific Plan following implementation of the goals and policies included in the General Plan Update as well as the mitigation measures identified to reduce impacts to special status species, nesting birds and wetlands. While implementation of General Plan Update goals and policies would reduce potential impacts to wildlife movement to a less than significant level, mitigation measure BIO-4 is recommended to further strengthen the policy controls which provide wildlife and habitat protection in the city.

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4.4 CULTURAL RESOURCES

This section analyzes the potential impacts of the General Plan Update and Corridors Specific Plan on cultural resources. Impacts to both pre-historic archaeological resources and historic resources are addressed. This analysis is in part based upon the Historic Resources Technical Report for the General Plan Update and Pomona Corridors Specific Plan (dated July 18, 2012) prepared by Architectural Resources Group, Inc., which is included in Appendix C of this EIR.

Data used to prepare this section was also sourced from the 2004 Existing Conditions, Opportunities, and Constraints Report prepared for the proposed project, which is available for review at the City of Pomona offices, as well as from the South Central Coast Information Center (SCCIC) and previous environmental documentation prepared for the city.

4.4.1 Environmental Setting

Cultural resources include prehistoric resources, historic resources, and Native American resources. Prehistoric resources represent the remains of human occupation prior to European settlement. Historic resources represent remains after European settlement and may be part of a "built environment," including man-made structures used for habitation, work, recreation, education and religious worship, and may also be represented by houses, factories, office buildings, schools, churches, museums, hospitals, bridges and other structural remains. Native American resources include ethnographic elements pertaining to Native American issues and values.

Historical Overview of Pomona

Native Americans associated with the Shoshonean language group first settled the area that would eventually become Pomona three thousand to four thousand years before the arrival of the Spanish to California in 1769. After Mexico gained independence from Spain, the vast tracts of former Mission San Gabriel lands were divided and distributed to private citizens. In 1837, Don Ygnacio Palomares and Don Ricardo Vejar received the enormous Rancho San Jose, which encompassed all of present-day Pomona, as well as La Verne, Claremont, San Dimas and Glendora. Palomares and Vejar retained title to their land grant following assumption of American control of California in 1848, and American settlers began settling in the area. Louis Phillips purchased Vejar's portion of the Rancho in 1864 where he built a home (the extant Phillips Mansion) and encouraged others to settle near him. Phillips sold a portion of his land to William Rubottom, who in 1866 founded the village of Spadra (along Pomona Boulevard near Highway 57 in the western portion of today's Pomona).

Pomona's development began in earnest with the arrival of the Southern Pacific Railroad in the Pomona Valley in 1874. Spadra was the initial terminus, before the railroad was extended eastward to Colton in 1875. Under the leadership of Thomas Garey, the Los Angeles Immigration and Cooperative Land Association plotted a one-square-mile town site around the new train station in what eventually became Downtown Pomona. The Association developed Pomona's first streets and buildings, including Garey Avenue, the railroad depot and Palomares Hotel. The economy of the new town was driven by the citrus

industry that had been established in the area by several enterprising individuals. Accordingly, the new town was named "Pomona" after the Roman goddess of fruit.

Initial growth of the town was slow, primarily due to the lack of a reliable water supply. This changed in the 1880s, when the Pomona Land and Water Development Company drilled a series of wells and built a pipeline serving both the town and the surrounding orchards. By 1886, Pomona was home to 2,300 residents and nearly 100 businesses.

Pomona was incorporated in 1888, becoming the fifth city in Los Angeles County. Soon after, Pomona became a prominent focal point for communities and towns located in the area historically known as the Citrus Belt. The development of Pomona surpassed these smaller communities such as Azusa, San Dimas, La Verne, Claremont, and Rancho Cucamonga, and became the hub for civic activities.

Pomona grew steadily over the next several decades, surpassing 25,000 residents by 1930. During the 1920s, Pomona's first Spanish language weekly periodical—"El Heraldo de Mexico" was published and in 1922 Pomona was established as the site of the Los Angeles County Fair. As automobile ownership increased and roadway networks expanded, Pomona witnessed the rapid growth and development characteristic of most of Southern California at this time. Downtown Pomona became a bustling urban center and the city added several new residential subdivisions, including Lincoln Park. In 1931, the Fox Theatre became the center of the city's nightlife.

The advent of World War II brought thousands of civilians to Pomona to work in war-related industries, much of it related to the region's growing aerospace industry. Pomona's population increased rapidly at this time, at an accelerated growth rate the city would maintain throughout the remainder of the twentieth century. During the war, the county fairgrounds served as both a temporary station for troops arriving from other parts of the country and as a temporary detention center for Japanese Americans prior to their relocation to internment camps farther inland.

The post-war building boom transformed Pomona, as multiple, large residential tracts characterized by modest homes of similar design were constructed on former agricultural land. Pomona's post-war landscape was also shaped by widespread automobile ownership and the expansion of the highway network, which prompted Pomona to sprawl outward. With the opening of Pomona's segment of the San Bernardino Freeway in 1954, Pomona was able to attract middle-class homeowners who commuted via car to central Los Angeles.

During this post-war period, portions of North and South Garey Avenues, Holt Avenue, Mission Boulevard, Indian Hill Boulevard and Foothill Boulevard became corridors of commercial "strip" development characterized by low-rise commercial buildings, parking lots, and tall, eye-catching signs designed to attract the attention of passing motorists. By contrast, Pomona's downtown commercial districts of old shops (and limited parking) along Second Street began to seem out-of-date and unattractive. In response, downtown merchants privately funded and built in 1962 a nine-block pedestrian mall along Second Street, the first of its type west of the Mississippi River. With competition, however, from strips and new freeway-adjacent malls with abundant parking, sales at the Second Street Mall were declining within 3 years of opening. More than a third of the mall's stores were closed within a decade, and Second Street was re-opened to automobile traffic in 1984.

Among many new institutions established in this period, most notable was a branch of the California State Polytechnic College, which opened on the Kellogg Ranch property in 1956. In addition, planning for County offices to locate downtown began in 1953, culminating in the construction of the County Courthouse and Civic Center complexes between 1962 and 1966.

By the 1960s, Pomona was an urbanized, well-developed city with established neighborhoods, a diverse population, an active employment base, full-service financial and administrative businesses, a strong local government, and diverse retail shops and services. In 1963, the City adopted the first Master Plan to respond to the rapid growth of the city - later updated in 1976 as the Pomona General Plan.

Pomona has changed considerably since the 1976 General Plan was adopted, with the city's population growing from 87,400 in 1970 to nearly 150,000 by 2010. Today, with few large sites left for large housing developments, infill and re-use are the primary remaining means to accommodate new housing and employment. Downtown Pomona is undergoing a slow but steady revitalization, most recently accented by the re-opening of the historic Fox Theater as a regional live entertainment venue to complement a mix of downtown restaurants, clubs, galleries, educational facilities, government offices, and residences.

Past Historic Survey Efforts in Pomona

Prior to 1992, the City of Pomona addressed historic preservation on a case-by-case basis, primarily supporting the preservation of properties sponsored by local preservation advocacy groups. Although early architectural surveys were conducted between 1983 and 1984, the study area focused around Pomona's downtown commercial and civic core.

Pomona Historic Resources Survey (1992 – 1994)

In 1992 the City of Pomona, in cooperation with Pomona Heritage, sponsored the *Pomona Historic Resources Survey*. The survey, based on architectural considerations, was completed in 1994. The survey examined properties that were at least 50 years old at the time of the survey, and included properties dated between 1835 to 1942. With the survey, the following were identified:

- 2,784 properties contributing to the history of Pomona, of which 382 are potential local landmarks and 129 are potentially eligible for listing on the National Register of Historic Places;
- Twelve potentially eligible local historic districts;
- Eight potentially eligible National Register districts; and
- Sixteen themes important in developing Pomona's growth and development history.

Since the completion of the 1992–94 survey, several recommendations presented in the study have been implemented. This included the adoption of the Historic Preservation Ordinance (Pomona City Code .5809–13) in 1995, which inter alia, established Pomona's Historic Register, a list of formally adopted historic landmarks and historic districts, discussed further under Section 4.4.2 (Regulatory Framework), below.

Focused Survey of Potential 1945 – 1954 Historic Districts (2004)

In 2004, Heritage Architecture and Planning conducted a reconnaissance survey of neighborhoods and districts developed between 1945 and 1954 in Pomona, in order to identify those areas with potential historic significance and to make recommendations for more in-depth reconnaissance or intensive survey work, if needed. The 2004 survey focused on eight areas:

- Bonita Tract;
- East Pomona Residential Area (Indian Hill);
- Kellogg Park;
- Kingsley Tract;
- Palm Lakes Residential Area;
- South Pomona Residential Area;
- Westmont Tract; and
- Commercial Corridors (Garey Avenue, Holt Avenue, Mission Boulevard and Foothill Boulevard).

Based upon the reconnaissance survey and initial historical research, three of these areas (Kellogg Park, Westmont Estates, and the Kingsley Tract) were identified as potential local historic districts. Further study and an intensive survey, including historical context, were recommended in order to substantiate initial reconnaissance findings, to determine contributing and noncontributing buildings, and to identify any contributing landscape features.

Designated Historic Districts and Properties

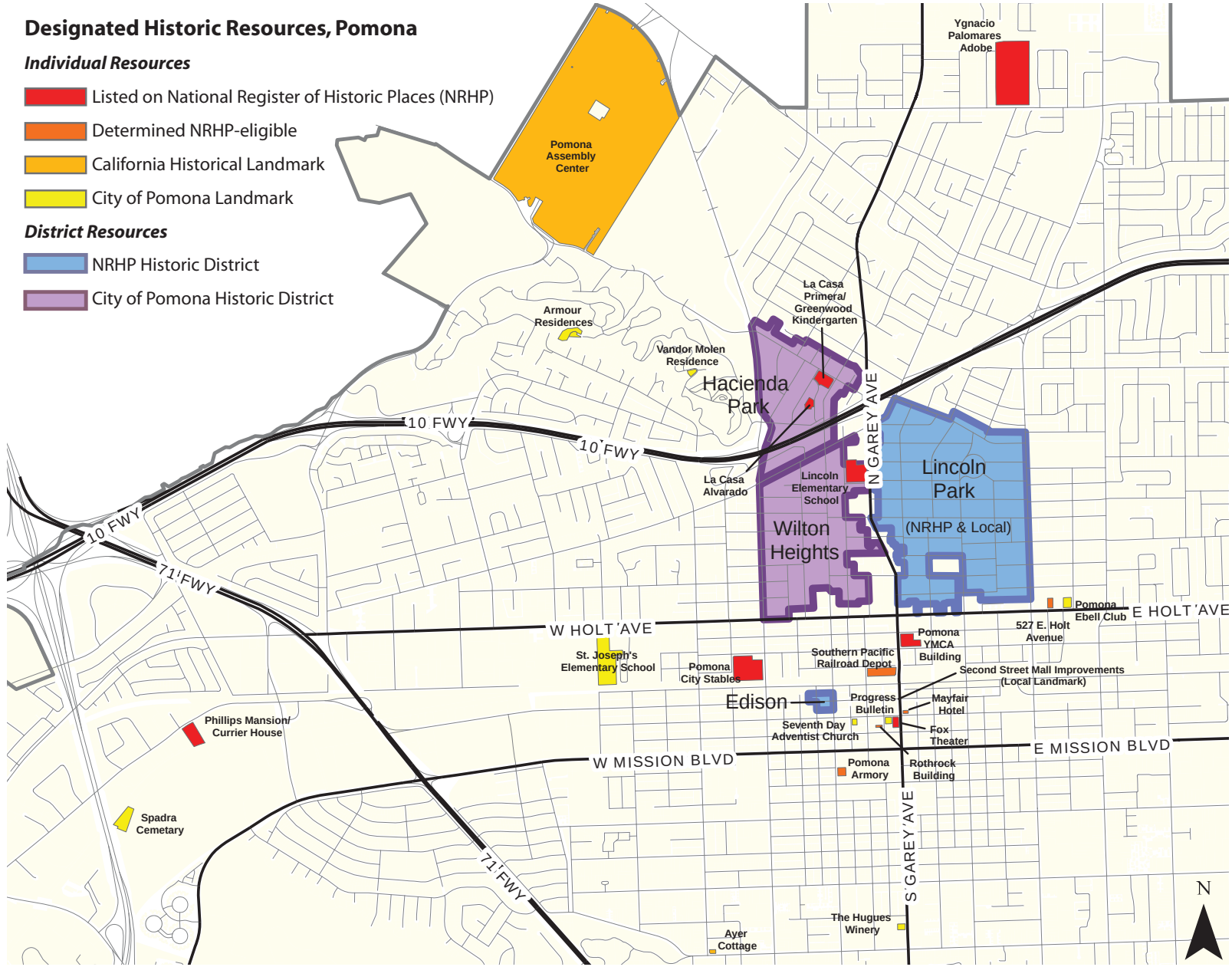
Existing designated historic districts and individual properties are overviewed below, and Figure 4.4-1 (Designated Historic Resources) shows the distribution of these designated resources. Consistent with the city's historic growth pattern radiating from downtown, the majority of the designations are clustered in central Pomona. Information on various types of designations and the criteria required for a historic resource to be designated is provided in Section 4.4-2 (Regulatory Framework).

Designated Historic Districts

Currently, Pomona has two National Register historic districts and three locally designated historic districts, as shown in Figure 4.4-1.

Edison Historic District (NRHP)

The Edison Historic District was added to the National Register of Historic Places in 1986. The district, which is significant for its contribution to architecture and engineering, consists of 34 acres and includes eight contributing buildings located on the 500 block of W. Second Avenue and two buildings on the 600 block of W. Second Avenue. The district's period of significance is from 1875 through 1924. The Edison Historic District is not listed on the Pomona Historic Register; however, local designation was recommended in the Pomona Historic Resources Survey conducted in 1992–94.



Source: Historic Resources Technical Report
July 18, 2012 - Architectural Resources Group

Designated Historic Resources

Figure 4.4-1

Lincoln Park Historic District (NRHP and Local Designation)

The Lincoln Park Historic District was listed in the Pomona Historic Register in March 1998 and was added to the National Register of Historic Places in April 2004. This district is located in central Pomona and is roughly bordered by E. Holt Avenue, N. Garey Avenue, E. McKinley Avenue, and N. Towne Avenue. The Lincoln Park Historic District consists of more than 800 buildings, predominately single-family homes. The district also includes natural and streetscape features, such as Lincoln Park and several heritage trees. While the district's earliest homes were built in the 1890s, the predominant share of properties date from 1900 through the 1930s and include a large number of Craftsman-style homes. Lincoln Park Historic District was identified in the Pomona Historic Resources Survey conducted in 1992-94.

Wilton Heights Historic District (Local Designation)

The Wilton Heights Historic District was listed in the Pomona Historic Register in August 1999. Wilton Heights is west of and adjacent to the Lincoln Park Historic District and, like that district, consists predominately of single-family homes. The Wilton Heights Historic District is roughly bordered by N. White Avenue, W. Orange Grove Avenue, N. Garey Avenue and W. Holt Avenue. The Wilton Heights Historic District includes two districts that were identified in the 1992-94 Pomona Historic Resources Survey as potentially eligible for local and NRHP designation: the Alvarado-Randolph Historic District and the Gordon Park Historic District.

Hacienda Park Historic District (Local Designation)

The Hacienda Park Historic District was added to the Pomona Historic Register in October 2003. The district is located directly north of the Wilton Heights Historic District and, roughly between N. White and N. Garey Avenues, extends from W. Orange Grove Avenue to the parcels on the north side of W. McKinley Avenue. Hacienda Park Historic District reflects historic residential development patterns in the city and consists predominately of single-family homes built in the 1930s, 1940s or 1950s.

Designated Properties

Pomona features nine properties listed individually on the National Register of Historic Places, three California Historic Landmarks, and thirteen properties that are designated historical landmarks on the Pomona Historic Register. Pomona also includes five properties that have formally been determined eligible for listing on the NRHP.

Listed on National Register of Historic Places (CHRSC 1S)

Pomona includes ten properties that are listed individually on the National Register of Historic Places, which are listed below.

- Abraham Lincoln Elementary School, 1200 N. Gordon Avenue
- Barbara Greenwood Kindergarten, 332 W. McKinley Avenue [Note: shares parcel with NRHP listed La Casa Primera]
- La Casa Alvarado, 1459 Old Settlers Lane
- La Casa Primera de Rancho San Jose, 1569 N. Park Avenue (also City of Pomona Landmark)

- Phillips Mansion, 2640 Pomona Boulevard (also City of Pomona Landmark)
- Pomona City Stables, 636 W. Monterey Avenue (also City of Pomona Landmark)
- Pomona Fox Theater, 102-144 E. Third Street (also City of Pomona Landmark)
- Pomona YMCA Building, 350 N. Garey Avenue (also City of Pomona Landmark)
- Ygnacio Palomares Adobe, located at 491 E. Arrow Highway (also CHL #372 and City of Pomona Landmark)
- Old Pomona Armoury, 637 W. Second Street

In California, any property listed on the National Register is automatically listed on the California Register. Additionally, the City's Historic Preservation Ordinance encourages that resources designated at the state or national levels also be registered as a local landmark.

Formally determined eligible for NRHP Listing (CHRSC 2S3/2S4)

Pomona includes five additional properties that have formally been determined eligible for listing on the NRHP, either by consensus through the Section 106 process (CHRSC 2S2) or through Part 1 Tax Certification (CHRSC 2D3/2S3). These properties are listed below.

- Mayfair Hotel, 115 E. Third Street (2S3; also City of Pomona Landmark)
- 527 E. Holt Avenue (2S2)
- Pomona Armory, National Guard Building, 600 S. Park Avenue (2S2)
- Rothrock Building, 351 S. Thomas Street (2D3)
- Pomona Southern Pacific Railroad Depot, 156 W. Commercial Street (2S2)

Each of these properties is listed on the California Register of Historical Resources.

California Historical Landmarks

California Historical Landmarks are numbered in order of designation. Those with number 770 or higher are automatically listed in the California Register of Historical Resources. Those with numbers below 770 must be re-evaluated and found CRHR-eligible in order to be listed.[1] In addition to the Palomares Adobe (CHL #372) mentioned above, Pomona is home to the following two California Historical Landmarks:

- Ayer Cottage, the first home of Pomona College, 1492 S. Hamilton Boulevard (relocated from Fifth Street (Mission Boulevard) at S. White Street (CHL #289); and
- Pomona Assembly Center–Temporary Detention Camp for Japanese Americans, 1101 W. McKinley Avenue (CHL #934).

City of Pomona Landmarks (CHRSC 5S1)

Finally, in addition to the six local landmarks identified in the NRHP section above, the City of Pomona has designated 13 properties as historical landmarks, for a total of 18 individual historical landmarks designated locally, each of which is listed below.

- Armour Residence, 1280 Los Robles Place

[1] California Public Resources Code, Section 5024.1

- Armour Residence, 1300 Los Robles Place
- Currier House and Carriage House, 2640 Pomona Boulevard [Note: shares parcel with NRHP listed Phillips Mansion]
- Mayfair Hotel, 115 E. Third Street
- Old Sanctuary First Baptist Church, 501 N. Garey Avenue (since demolished)
- Pomona Ebell Club, 595 E. Holt Avenue
- Progress Bulletin, 300 S. Thomas Street
- Second Street Mall Improvements, Second Street
- Seventh Day Adventist Church, 360 W. 3rd Street
- Spadra Cemetery, 2884 Pomona Boulevard
- St. Joseph's Elementary School, 1200 W. Holt Avenue
- The Hugues Winery, 1427 S. Garey Avenue
- Vandor Molen Residence, 820 Hillcrest Drive

Potentially Eligible Historic Resources

Potentially Eligible Districts

Summarized below is information pertaining to potential historic districts identified during previous survey work. None of these districts is formally designated at the local, state or national level.

Pomona Historic Resources Survey (1992)

The 1992-1994 Pomona Historic Resources Survey identified twelve historic districts considered potentially eligible for local designation and, in some cases, National Register designation. Since then, some of the identified districts have been designated or incorporated into larger historic districts designated by the City. Potentially eligible historic districts identified in the 1992-94 survey that are not yet designated include:

- Berkshire Way-Windsor Place Historic District (Local);
- Center Street Historic District (NRHP & Local);
- Gordon-Park Historic District (Local; partially overlaps Wilton Heights Historic District);
- Hillcrest South Historic District (NRHP);
- Hillcrest North Historic District (Local);
- Kenoak Historic District (Local);
- Los Robles-Hillcrest Historic District (NRHP & Local); and
- Presidential Park Historic District & Heritage Court (Local).

Focused Survey of Potential 1945-1954 Historic Districts (2004)

In 2004, Heritage Architecture & Planning completed a preliminary study to identify potential historic districts associated with Pomona's growth and development in the years following WWII. Three potential residential districts were identified by the Focused Survey:

- Kellogg Park;

- Westmont Estates; and
- Kingsley Tract.

As stated in the Focused Survey document, additional survey work and historical research is needed to confirm these areas' potential status as historic districts. As of 2012, no formal action has been taken regarding any of these three potential districts.

Properties Previously Identified as Potentially Eligible

In addition to potential historic districts, the 1992-1994 Pomona Historic Resources Survey identified 382 properties as potentially eligible for individual designation on the Pomona Historic Register and 129 properties as eligible for individual designation on the National Register of Historic Places. Apart from the resources discussed previously, none of these properties is formally designated at the local, state or national level. Because the 1992-1994 survey was completed nearly 20 years ago, any of these properties would need to be re-surveyed and re-evaluated prior to formal designation.

Recent Reconnaissance Survey

The proposed General Plan Update by its very nature is a programmatic document that is intended to guide land use decisions within the city through the year 2035. The General Plan Update identifies land use patterns and allowable development densities for areas of the city but does not identify specific development proposals. The Corridors Specific Plan is consistent with and implements the vision, goals, and policies established in the General Plan Update as they specifically relate to the Garey Avenue, Holt Avenue, Mission Boulevard and Foothill Boulevard corridors. It does so by presenting a vision for the evolution and continued growth of these corridors, as well as regulations pertaining to land use and development within the Specific Plan Area and a program of planned actions and investments to help achieve the vision. Because of the more detailed and specific nature of the Corridors Specific Plan, it was deemed necessary to evaluate the potential impacts on specific properties within these areas in more detail.

To evaluate potential impacts to historical resources related to the Corridors Specific Plan, Architectural Resources Group (ARG) conducted a reconnaissance survey of properties within the Corridors Specific Plan Area that are 50 years of age or older. It should be noted that surveying the Specific Plan Area covered virtually all of the growth areas ("Focus Areas") identified in the GPU. The only focus areas outside the survey that contain identified resources are Fairplex and Downtown.

While in the field, ARG identified and photographed the following types of properties within the Corridors Specific Plan Area:

1. Properties 50 years of age or older;
2. Properties which preliminarily appear to meet state (California Register of Historical Resources) or local (City of Pomona) designation criteria; and
3. Properties which retain sufficient integrity to convey their significance.

Previously designated properties were not surveyed.

Based on the survey results, a list of resources was compiled (see Appendix C) that preliminarily appear to be eligible for state and/or local designation. Each property in the list is identified by parcel number, address and date of construction, as well as a preliminary California State Historical Resource Status Code (CHRSC). The Corridors Specific Plan Area includes approximately 2,200 parcels. Of these, more than 100 parcels were identified that appear to be significant.

Many of the properties identified share common architectural characteristics and/or historical significance. Common property types include:

- Early-twentieth-century commercial buildings along the former 2nd Street pedestrian mall, between S. Main Street and S. Gibbs Street. These buildings are densely concentrated and, along with three adjacent contributors along S. Garey Avenue, appear to constitute a potential historic district.
- Single-family residences dating from the late nineteenth century or early twentieth century that are likely associated with Pomona's early growth and development. Some of these properties may also possess architectural significance. Some of these properties have since been converted to office or commercial uses.
- Office and/or commercial buildings that appear to be representative examples of Mid-century Modernism.
- Architecturally distinctive institutional buildings, including several churches and governmental buildings.
- Properties along Foothill Boulevard associated with the road's historic role as a portion of U.S. Route 66. These include a commercial building at 133 W. Foothill, two administrative buildings associated with the mobile home park at 402 E. Foothill, as well as distinctive signage at 222 and 760 E. Foothill.

Apart from the potential historic district along 2nd Street, the reconnaissance survey did not identify any other cluster of potential resources that is sufficiently unified by common historic themes, periods of significance, or architectural characteristics to be considered a potential district. In general, the properties identified in Appendix C are widely dispersed throughout the Corridors Specific Plan Area.

4.4.2 Regulatory Framework

The regulatory background provided below offers an overview of federal, state and local criteria used to assess historic significance as well as Pomona's existing regulatory process pertaining to development projects that may impact historical resources.

National Register of Historic Places

The *National Historic Preservation Act of 1966* established the NRHP as the official Federal list of cultural resources that have been nominated by State Offices for their historical significance at the local, State, or national level. Properties listed in the NRHP, or "determined eligible" for listing, must meet certain criteria for historical significance and possess integrity of form, location, and setting. Significance is determined by four aspects of American history or prehistory recognized by the NRHP Criteria. Eligible properties must meet at least one of the criteria and exhibit integrity, measured by the degree to which the resource retains its historical properties and conveys its historical character, the degree to which the

original fabric has been retained, and the reversibility of changes to the property. More information is provided in Appendix C.

State

California Register of Historic Resources

State law also protects cultural resources by requiring evaluations of the significance of prehistoric and historic resources in CEQA documents. A cultural resource is an important historical resource if it meets any of the criteria found in Section 15064.5(a) of the CEQA Guidelines. These criteria are nearly identical to those for the NRHP, and are listed in Appendix C.

The State Historic Preservation Office (SHPO) maintains the CRHR. Properties listed, or formally designated eligible for listing, on the NRHP are nominated to the CRHR and then selected to be listed on the CRHR, as are State Landmarks and Points of Interest.

Public Resources Code §5097.98

This bill addresses the disposition of Native American burials in archaeological sites and protects such remains from disturbance, vandalism, or inadvertent destruction; establishes procedures to be implemented if Native American skeletal remains are discovered during construction of a project; and establishes the Native American Heritage Commission to resolve disputes regarding the disposition of such remains. It has been incorporated into Section 15064.5(e) of the State CEQA Guidelines.

City of Pomona Historic Preservation Ordinance

Pomona's Historic Preservation Ordinance (Section .5809-13 of the Zoning Ordinance) established the official city landmarks program and the legal basis for the designation and treatment of historic properties. A Historic Preservation Commission was established in 1995 as an advisory board to the City Council. The Commission was established to lead the implementation, enforcement, and education of the Preservation Ordinance.

The City was designated a Certified Local Government (CLG) on November 7, 2003. The Certified Local Government program establishes a partnership between local governments, the state historic preservation program, and the national historic preservation program through activities that strengthen decision-making regarding historic places within the local government. The program also provides federal funding and technical assistance to local governments via the State Historic Preservation Officer (SHPO) for preservation activities.

For further details on the project review and eligibility criteria for listing of resources under the City's Historic Preservation Ordinance see Appendix C.

City of Pomona Regulatory Process

As stipulated in Section .5809-13 of Pomona's Zoning Ordinance, any project that entails demolition or alteration of any designated historic properties, including contributing properties within historic districts, is required to obtain a Certificate of Appropriateness (COA). Minor alterations, such as window and

door replacements, are reviewed and approved or denied by the City's Planning and Development Services Department Manager, while major alterations, such as new additions or new public sidewalks, are reviewed and approved, conditionally approved, or denied by the Historic Preservation Commission.

According to Section .5809-13(F)(5) of Pomona's Zoning Ordinance, in reviewing a COA application, both planning staff and the Historic Preservation Commission shall be guided by the following general standards in addition to the most current edition of the *Secretary of the Interior's Standards for Rehabilitation*:

a. Height. The height of any proposed construction shall be compatible with the height and bulk of surrounding structures and in conformance with the maximum allowable height for the applicable zoning district.

b. Proportions of Windows and Doors. The proportions and relationships between doors and windows shall be compatible with the architectural style and character of the surrounding structures, and be of an appropriate material.

c. Relationship of Building Masses and Spaces. The resulting relationships between proposed structures and created spaces, or between remodeled structures and created spaces, shall be consistent with the shapes and setbacks of existing adjacent structures.

d. Roof Shape. The designs of the roof shall be compatible with the architectural character and style of the surrounding structures. Gables, turrets, and other roof forms shall be incorporated when appropriate to accomplish design compatibility with adjacent structures.

e. Scale. The scale of the structure shall be compatible with the architectural character and style of the existing buildings. The new building shall blend in with surrounding buildings through the sensitive use of proper scale and materials.

f. Directional Expression/Facades. Facades in an historic district shall blend in with other structures with regard to directional expression. Structures in an historic district shall be compatible with the dominant horizontal and vertical expression of surrounding structures.

g. Architectural Details. Architectural details, including materials and textures shall be treated so as to make any new construction compatible with the architectural style and character of the historic district.

h. Architectural Rhythm and Articulation. All proposed structures or facade remodeling shall show sufficient and rhythmic repetition of architectural details so as to be compatible with the façade articulation of existing adjacent buildings.

i. New additions and adjacent related new construction shall be undertaken in such a manner that if removed in the future, the essential form and integrity of the historic property and its environment would be unimpaired.

j. All exterior mechanical equipment shall be screened from view with appropriately designed screens, parapet walls, landscaping or any other form of screening which the commission or the planning and development services manager may deem acceptable. The design, style, color and

texture of the required screening method shall be compatible with the existing or proposed building/facade design.

In order to issue a COA for major alterations, the Historic Preservation Commission must make a determination that the following findings can be made with regards to the proposed work:

a. The proposed change will not adversely affect any significant historical, cultural, architectural, or aesthetic features of the concerned property or the historic district in which it is located.

b. The proposed change is compatible in architectural style with existing adjacent contributing structures in an historic district.

c. The proposed change is consistent with the architectural style of the building.

d. The scale, massing, proportions, materials, textures, fenestration, decorative features, and details proposed are consistent with the period and/or compatible with adjacent structures.

e. In case of demolition, the applicant must show that demolition of the subject structure(s) will not adversely affect any significant historical, cultural, architectural, or aesthetic features of the concerned property or the historic district in which it is located (Section .5809-13(F)(6)).

If a building permit application is filed for a noncontributing structure within an historic district (including new construction), staff shall review the permit for its potential to significantly alter the special character or aesthetic value of the district. If the exterior alterations or additions are deemed to have significant impact, then a hearing for a certificate of appropriateness would be required (Section .5809-13(F)(7)).

The proposed demolition of any structure built prior to 1945, whether or not it is an identified historical resource, requires that a demolition permit application be submitted to the building division and considered by the Historic Preservation Commission for a COA. In making a determination, the Historic Preservation Commission shall first consider if the property would likely satisfy the historic landmark designation criteria. If the property is deemed to be of historic significance, then the project would be denied a COA for demolition unless it meets the criteria for economic hardship (Section .5809-13(F)(8)).

If the Commission's findings for approval of economic hardship result in the demolition of a nominated or designated historic landmark, then the applicant is required to provide building recordation in accordance with the Historic American Building Survey (HABS) guidelines prior to the issuance of a demolition permit (Section .5809-13(H)(10)).

4.4.3 Thresholds of Significance

The following thresholds of significance are based on Appendix G to the 2006 *State CEQA Guidelines*. For purposes of this EIR, implementation of the proposed project may have a significant adverse impact if it would do any of the following:

- Cause a substantial adverse change in the significance of a historical resource as defined in 15064.5;

- Cause a substantial adverse change in the significance of an archaeological resource pursuant to 15064.5;
- Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature; or
- Disturb any human remains, including those interred outside of formal cemeteries.

A "substantial adverse change" in the significance of a historical resource is defined as "physical demolition, destruction, relocation, or alteration of the resource or its immediate surroundings such that the significance of an historical resource would be materially impaired." Further, the significance of an historical resource is "materially impaired" when a project:

- "demolishes or materially alters in an adverse manner those physical characteristics of an historical resource that convey its historical significance and that justify its inclusion in, or eligibility for inclusion in the California Register of Historical Resources; or
- "demolishes or materially alters in an adverse manner those physical characteristics that account for its inclusion in a local register of historical resources... or its identification in an historical resources survey..., unless the public agency reviewing the effects of the project establishes by a preponderance of evidence that the resource is not historically or culturally significant; or
- "demolishes or materially alters in an adverse manner those physical characteristics of a historical resource that convey its historical significance and that justify its eligibility for inclusion in the California Register of Historical Resources as determined by a lead agency for purposes of CEQA." (Guidelines Section 15064.5(b))

For the purposes of CEQA (Guidelines Section 15064.5), the term "historical resources" shall include the following:

1. A resource listed in, or determined to be eligible by the State Historical Resources Commission, for listing in, the California Register of Historical Resources (Pub. Res. Code Section 5024.1, Title 14 CCR, Section 4850 et.seq.).

2. A resource included in a local register of historical resources, as defined in Section 5020.1(k) of the Public Resources Code or identified as significant in an historical resource survey meeting the requirements of Section 5024.1(g) of the Public Resources Code, shall be presumed to be historically or culturally significant. Public agencies must treat any such resource as significant unless the preponderance of evidence demonstrates that it is not historically or culturally significant.

3. Any object, building, structure, site, area, place, record, or manuscript which a lead agency determines to be historically significant or significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California, may be considered to be an historical resource, provided the lead agency's determination is supported by substantial evidence in light of the whole record. Generally, a resource shall be considered by the lead agency to be "historically significant" if the resource meets the criteria for listing in the California Register of Historical Resources (Public Resources Code Section 5024.1, Title 14 CCR, Section 4852) as follows:

(A) Is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage;

(B) Is associated with the lives of persons important in our past;

(C) Embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values; or

(D) Has yielded, or may be likely to yield, information important in prehistory or history. (Guidelines Section 15064.5)

4.4.4 Project Impacts and Mitigation

Project Impacts

Threshold	Would the proposed project cause a substantial adverse change in the significance of a historical resource?

Impact 4.4-1 **Development under the proposed General Plan Update and Corridors Specific Plan could result in a substantial adverse change in the significance of a historical resource. Impacts would be Class II, *significant but mitigable*.**

The General Plan Update identifies those areas of the city with the potential for the most change under the objectives and goals espoused in the Plan. These areas are primarily focused around the city's main roadway corridors and the Downtown. Several designated historic resources are located within or in proximity to these areas as listed below.

North Garey Avenue (Downtown to I-10)

- Abraham Lincoln Elementary School, 1200 N. Gordon Avenue (NRHP)
- Lincoln Park Historic District (NRHP and Local District) – small area of overlap with focus area
- Wilton Heights Historic District (Local District) – small area of overlap with focus area

West Holt Avenue

- St. Joseph's Elementary School, 1200 W. Holt Avenue (Local Landmark)

East Holt Avenue

- 527 E. Holt Avenue (determined NRHP-eligible through Section 106 process)
- Pomona Ebell Club, 595 E. Holt Avenue (Local Landmark)

Mission Boulevard and South Garey Avenue

- The Hugues Winery, 1427 S. Garey Avenue (Local Landmark)

Fairplex

- Pomona Assembly Center–Temporary Detention Camp for Japanese Americans, 1101 W. McKinley Avenue (California Historical Landmark #934)

Downtown

- Pomona Fox Theater, 102-144 E. Third Street (NRHP and Local Landmark)
- Pomona YMCA Building, 350 N. Garey Avenue (NRHP and Local Landmark)
- Rothrock Building, 351 S. Thomas Street (determined NRHP-eligible through Part 1 Tax Certification)
- Pomona Southern Pacific Railroad Depot, 156 W. Commercial Street (determined NRHP-eligible through Section 106 process)
- Mayfair Hotel, 115 E. Third Street (Local Landmark)
- Progress Bulletin, 300 S. Thomas Street (Local Landmark)
- Second Street Mall Improvements, Second Street (Local Landmark)
- Seventh Day Adventist Church, 360 W. 3rd Street (Local Landmark)

Based on Section 15064.5 of the *State CEQA Guidelines*, the Pomona General Plan Update and the Pomona Corridors Specific Plan – and future development activities facilitated by those plans – would have a significant impact on historical resources if they would cause a substantial adverse change in the significance of a historical resource. Historical resources include properties eligible for listing on the National Register of Historic Places, the California Register of Historic Resources or the local register of historical resources. In addition, as explained in Section 15064.5, "[s]ubstantial adverse change in the significance of an historical resource means physical demolition, destruction, relocation, or alteration of the resource or its immediate surroundings such that the significance of an historical resource would be materially impaired."

The potential of new development or related projects facilitated by the General and/or Specific Plans to affect historical resources is dependent upon the location of the proposed development with respect to identified historical resources within the city. Any future development project that is located near an identified historical resource would have the potential to result in a substantial adverse change to a historical resource. The types of project impacts that may cause a "substantial adverse change" in the significance of an historical resource include:

- Demolition or substantial alteration without consideration of historic features;
- Incompatible massing, size, scale or architectural style of new development adjacent to one or more historical resources;
- Obstruction or extensive shading of significant views to and from a historical resource by new development;
- Incompatible re-use of a historical resource;
- Disruption of a historical resource's integrity of setting; or
- Long-term loss of access to a historical resource.

As described in Section 4.4.2, Pomona's existing development review processes protect locally designated historic resources from demolition, inappropriate alteration and incompatible adjacent development. While projects involving National or California Register-listed properties that are not designated locally would not trigger the certificate of appropriateness process, such projects would be subject to project level CEQA review, which would necessarily include evaluation of potential project-related impacts to National or California Register-listed properties. Pomona's historic preservation ordinance also protects

any building constructed prior to 1945 from being demolished before it has been evaluated for local register eligibility. In addition, buildings constructed before 1949 that are located within the Downtown Pomona Specific Plan Area (generally bound by Holt Avenue, Towne Avenue, Mission Boulevard and White Avenue) require a certificate of appropriateness for significant alterations. Finally, the General Plan Update itself includes several goals and policies that underscore designing new projects in Pomona involving or adjacent to one or more historical resources in keeping with local preservation standards as well as the Secretary of the Interior's Standards (as listed in Section 4.4.2).

The Pomona Corridors Specific Plan includes guidelines designed to foster building additions and new development that are compatible with existing historic resources. The plan, however, may have a significant impact on the potential historical resources that were identified in the ARG reconnaissance survey, as discussed in Section 4.4.1. These potential historic resources are not currently designated and have not been fully evaluated for local register eligibility.

Future development projects that are otherwise consistent with the proposed Pomona Corridors Specific Plan may cause substantial adverse changes in one or more of the potential historical resources that are summarized in Section 4.4.1 and identified in Appendix C. Substantial adverse changes that may occur include demolition, relocation or alteration of one or more resources, such that the resource and/or the potential historic district in which it is located is "materially impaired." Specifically, future development projects that are otherwise consistent with the Specific Plan may demolish or inappropriately alter one or more of the potential historical resources identified in Appendix C, as these resources are not subject to existing regulations for the preservation of historical resources.

Implementation of the proposed General Plan Update policies, in combination with mitigation measure CUL-1 when required, would result in impacts to historical resources being **significant but mitigable**.

Threshold	Would the proposed project cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5 of the CEQA Guidelines?

Impact 4.4-2 **Ground-disturbing activities associated with development under the proposed General Plan Update and Corridors Specific Plan could result in damage to or destruction of archaeological and/or Native American cultural resources. Impacts would be Class II, *significant but mitigable*.**

Pomona has a long cultural history and is known to have been home to Native American groups prior to settlement by Euro-Americans. Archaeological materials associated with occupation of the city are known to exist and have the potential to provide important scientific information regarding history and prehistory. Ground-disturbing activities, particularly in areas that have not previously been developed with urban uses, or when excavation depths exceed those previously attained, have the potential to damage or destroy historic or prehistoric archaeological resources that may be present on or below the ground surface. Consequently, damage to or destruction of these resources could occur as a result of development under the proposed General Plan Update or the Corridors Specific Plan.

The Community Design Element of the proposed General Plan Update promotes the protection of archaeological resources. For example, Goal 7F.G10 would promote the protection and preservation of

important archaeological sites. Policy 7F.P40 requires that a qualified archaeologist monitor all grading and excavation where there is a potential to affect cultural or archaeological resources. In addition, per the requirements of SB18, prior to adoption or amendment of the General Plan Update or Corridors Specific Plan, the City shall consult with California Native American tribes for the purpose of preserving, or mitigating impacts to cultural places located on land within the City's jurisdiction that may be affected by the proposed plan adoption or amendment. The City conducted outreach to the Native American tribes as part of the General Plan Update process and no request for consultation was received from any of the six tribes notified.

Consequently, implementation of the proposed General Plan Update policies would ensure that impacts to archaeological and Native American cultural resources would be **less than significant**, by requiring the scientific recovery and evaluation of any archeological resources that could be encountered during construction of future development. This would ensure that important scientific information that could be provided by these resources regarding history or prehistory would not be lost.

Threshold	Would the proposed project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

Impact 4.4-3 **Ground-disturbing activities associated with development under the proposed General Plan Update and Corridors Specific Plan could result in damage to or destruction of unique paleontological resources within rock units or geologic features. However, proposed General Plan Update policies would ensure that such impacts are addressed on a case-by-case basis. Therefore, impacts would be Class III, *less than significant*.**

Paleontological resources may be present in fossil-bearing soils and rock formations below the ground surface. Ground-disturbing activities in fossil-bearing soils and rock formations have the potential to damage or destroy paleontological resources that may be present below the ground surface. Therefore, any activities resulting from implementation of the proposed General Plan Update and Corridors Specific Plan, including construction-related and earth-disturbing actions, could damage or destroy fossils in these rock units resulting in a significant impact.

A number of policies within the proposed General Plan Update are in place to protect paleontological resources. For example, Policy 7F.P40 requires a qualified paleontologist to monitor all grading and/ or excavation where there is a potential to affect paleontological resources. Consequently, implementation of the proposed General Plan Update policies would reduce this impact to **less than significant** by ensuring paleontological resources would be subject to scientific recovery and evaluation, which would ensure that important scientific information that could be provided by these resources regarding history or prehistory is not lost.

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

Impact 4.4-4 **Ground-disturbing activities associated with development under the proposed General Plan Update and Corridors Specific Plan could result in damage to or destruction of human burial grounds. However, proposed General Plan Update policies would ensure that such impacts are addressed on a case-by-case basis. Therefore, impacts would be Class III, *less than significant*.**

Human burials outside of formal cemeteries often occur in prehistoric archeological contexts. Although the majority of the city is built out, the potential still exists for these resources to be present. Excavation during construction activities in the city would have the potential to disturb these resources, including Native American burials.

Human burials, in addition to being potential archaeological resources, have specific provisions for treatment in Section 5097 of the California Public Resources Code. The California Health and Safety Code (Sections 7050.5, 7051, and 7054) also has specific provisions for the protection of human burial remains. Existing regulations address the illegality of interfering with human burial remains, and protects them from disturbance, vandalism, or destruction, and established procedures to be implemented if Native American skeletal remains are discovered. Public Resources Code §5097.98 also addresses the disposition of Native American burials, protects such remains, and established the Native American Heritage Commission to resolve any related disputes.

A number of policies within the proposed General Plan Update that would prevent damage or destruction of human burial grounds are also in place. For example, Policy 7F.P39 would protect archaeological resources, including human remains by ensuring that information resources are maintained regarding these resources, while Policy 7F.P40 requires that all grading and excavation activities are monitored by a qualified archaeologist where there is a potential to affect cultural or archaeological resources. In addition, Policy 7F.P41 would require any new development to donate scientifically valuable archaeological resources to a responsible public or private institution.

Compliance with existing federal, state, and local policies, in combination with mitigation measure CUL-2, would ensure that the impact of the proposed General Plan Update and Corridors Specific Plan on human burial grounds would be reduced to **less than significant** by ensuring appropriate examination, treatment, and protection of human remains, as required by law.

Proposed General Plan Update Goals and Policies

The implementation section of the General Plan Update includes the following goals and policies pertaining to historic preservation and archaeological and paleontological resources.

Historic Preservation Goals

7F.G8 Protect historic and cultural resources from demolition, inappropriate alterations and incompatible development.

7F.G9 Promote public awareness of the history of Pomona and historic preservation in the City.

7F.G10 Promote the protection and preservation of important archaeological sites.

Historic Preservation Policies

7F.P20 Establish appropriate strategies to protect local cultural resources that do not qualify for designation as historic resources but reflect Pomona's history and traditions. Possible strategies include:

- Conservation districts for older neighborhoods with a unified distinctive character
- Conservation easements in environmentally sensitive areas like Lanterman and within Phillips Ranch

7F.P21 Consider adopting design review districts, specific plans, or other similar mechanisms to preserve the character of neighborhoods that have a unique design character. These areas may be considered for designation as historic districts, or may be designated as local cultural or design districts if they do not qualify for designation as a historic district.

7F.P22 Continue an active program to identify, interpret and designate the City's historic and cultural resources on a regular basis, including exploring the feasibility of establishing potential future historic districts and thematic districts.

7F.P23 Enhance incentives programs to encourage private property owners to maintain their historic properties.

7F.P24 Discourage the demolition or inappropriate alterations of historic buildings and ensure the protection of historic resources…through the continued enforcement of codes and design guidelines.

7F.P25 Update and maintain the Pomona Historic Resources Inventory by adopting a regular survey, inventory and evaluation program, including consideration of the potentially eligible historic resources that are identified in the Focused Survey of Potential 1945-1954 Historic Districts.

7F.P26 Seek grants to undertake a program to explore the feasibility of designating thematic historic districts within the City, such as Victorian residences or Master Architect buildings.

7F.P27 Criteria for establishment of such districts could include:

- Any of the criteria identified in Pomona City Code Section .5809-13 Historic Preservation.
- A group of resources that are contiguous or in close proximity and are thematically related properties possessing a concentration of historic, scenic, or thematic sites, architectural style, development period or other characteristics which contribute to each other and are unified aesthetically by plan, physical development or architectural quality.
- Significant patterns of development including those associated with different eras of settlement and growth, transportation modes or distinctive examples of park or community planning.

7F.P28 Consider the following designation criteria for the creation of merit districts, which allow for the recognition of their history but do not provide for a regulatory structure at this time:

- Any of the criteria identified in Pomona City Code Section .5809-13 Historic Preservation.
- A special area containing a contiguous set of contributing resources that may not merit City of Pomona district or single landmark designation, but should be acknowledged for their role in the City's history. This may include consideration of the cultural and economic conditions that led to their construction and thereby make them eligible for inclusion on the local register. (The District has the potential to be considered for a City District designation but does not provide for a preservation regulatory structure at this time.)

7F.P29 Consider the following neighborhoods…for creation of merit districts; conduct studies to determine contributing and non-contributing buildings and cultural landscape features:

- Westmont Estates
- Kellogg Park
- Kingsley Tract

7F.P30 Establish a program of incentives leveraging public and private resources, to promote historic preservation by property owners, using the menu of programs in Section 7-F as a guide.

7F.P31 Apply for matching grants available through the State Office of Historic Preservation for Certified Local Governments and encourage owners of historic properties to use the local, state and federal incentives and financial benefits available to them for restoring/maintaining their historic properties.

7F.P32 Per the requirements of the Certified Local Governments program, assign the responsibilities of a Historic Preservation Officer to a dedicated staff person to oversee and implement the historic preservation program.

7F.P33 Facilitate increased public outreach, education and information regarding historic preservation through a variety of methods, which could include:

- Creating a page dedicated to historic preservation on the City's website;
- Creating a brochure explaining the City's historic preservation program;
- Creating a Historic Preservation Month;
- Recognizing historic properties with special plaques, signage or public art;
- Working with local school districts to develop educational programs that inform school-aged children of local history and prehistory;
- Supporting continued development of the Pomona Public Library local history collection; and
- Establishing a program for walking tours.

7F.P34 Promote preservation of older historic landscapes and natural features that help to define neighborhoods or maintain the context of historic districts and landmarks.

7F.P35 Per the Guidelines for the California Environmental Quality Act (CEQA), require that new development avoid or reduce potential impacts to archaeological, paleontological and historic resources.

7F.P36 Per the requirements of Senate Bill 18, consult with California Native American tribes prior to the adoption or amendment of the General Plan or Specific Plans for the purpose of preserving, or mitigating impacts to, cultural places located on land within the City's jurisdiction that may be affected by the proposed Plan adoption or amendment.

7F.P37 Require that, prior to the issuance of a demolition or grading permit, developers of a property that contains a historic resource structure as defined by CEQA retain a qualified consultant to record the structure in accordance with U.S. Secretary of the Interior Guidelines (which includes drawings, photographs, and written data) and submit this information to the Pomona Historic Preservation Commission and City Planning Division.

7F.P38 Require that, prior to the demolition of a historic structure, developers offer the structure for relocation by interested parties.

7F.P39 Maintain sources of information regarding paleontological and archeological sites and the names and addresses of responsible organizations and qualified individuals, who can analyze, classify, record, and preserve paleontological or archeological findings.

7F.P40 Require a qualified paleontologist/archeologist to monitor all grading and/ or excavation where there is a potential to affect cultural, archeological or paleontological resources. If these resources are found, the applicant shall implement the recommendations of the paleontologist/archeologist, subject to the approval of the Planning Division.

7F.P41 Require new development to donate scientifically valuable paleontological or archaeological materials to a responsible public or private institution with a suitable repository, located within Pomona, or Los Angeles County, whenever possible.

Proposed Corridors Specific Plan Regulations

Regulations in the Corridors Specific Plan that pertain to the treatment of historical resources (including new construction adjacent to historical resources) are located in two sections of the Development Code (Book II): 2.3 Building Scale Regulations and 2.8 Architecture Regulations.

Section 2.3 Building Scale Regulations

Section 2.3 of the Corridors Specific Plan's Development Code does not directly specify any special regulations pertaining to the scale of buildings constructed adjacent to or near a designated historical resource. Section 2.3.2, however, does specify special building height limits for properties (1) along Holt Avenue, Mission Boulevard or Garey Avenue; (2) across the street from housing; or (3) adjacent to housing. Regulations for development adjacent to housing establish the following relational height limit:

The height of new development shall not exceed a line

a. Originating at a height of one (1) floor above the height of the adjacent building's eave line

b. Extending through a point located along the new development's side façade.

c. With a forty-five (45) degree slope (creating a one (1) to one (1) height to stepback relationship).

Section 2.8 Architectural Regulations

According to page 94 of the Corridors Specific Plan, the regulations in this section are "intended to ensure that new buildings and renovations contribute high quality development, support district character, maintain the desired human scale, and promote stability, value and investment." These regulations are broken into three sections: 2.8.1 Façade Requirements; 2.8.2 Architectural Guidelines; and 2.8.3 Architectural Character.

2.8.1 Façade Requirements

This section consists of regulations pertaining to façade and roof articulation, including base, top, and wall composition. The section identifies a variety of architectural elements that may be employed to satisfy the façade articulation requirements.

2.8.2 Architectural Guidelines

This section consists of a series of design guidelines applicable to new or renovated buildings (including freestanding parking structures) within the Corridors Plan Area. According to the Corridors Specific Plan, the architectural guidelines, "encourage buildings that strengthen the quality and character of Pomona's corridors while providing ample opportunities for creativity and choice". The guidelines are divided into four sections:

- Façade Guidelines
- Roof Guidelines
- Green Building Design Guidelines
- Color Guidelines

This section also includes detailed usage recommendations for wall cladding and materials as well as roof cladding and materials. These recommendations are organized by material type.

In general, the guidelines in this section do not speak directly to the issue of maintaining design consistency or complementarity between new development and adjacent historic resources. Important exceptions include:

- Guideline A1d: The compositional arrangement and positioning of entrances, doors, and window openings on the façade should be designed in accordance with the building's and district's architectural style(s), and to support the building's relationship to pedestrian scale.
- Guideline A4a(iii): At additions and accessory buildings, windows should be of the same or related architectural style as the main building, including opening mechanisms and trim.
- Guideline A8(i): Wall cladding materials on additions and accessory buildings should be carried over from the primary building where possible.
- Guideline B1b: Roofs on additions and accessory buildings are encouraged to match the roof of the original or primary building in terms of materials, slope, detailing and style, to the degree possible.

2.8.2 Architectural Character

Section 2.8.3 consists of descriptions of common characteristics of the predominant architectural styles present in Pomona. Styles profiled include:

- Neoclassical Revival Styles (1895-1935)
- Early 20th Century Commercial Style (1900-1935)
- Craftsman/California Bungalow (1905-1925)
- Spanish Mission Revival/Mediterranean Style (1915-1935)
- Art Deco & "Exotic" Revival Decorative Styles (1925-1950)
- Contemporary Styles (1950s-present)

According to the Corridors Specific Plan, "[t]his information is intended to provide guidance for property owners, investors, developers and designers to make sensitive reference to, incorporate, and/or harmonize with characteristics of predominant architectural styles such as (but not limited to) massing, horizontal and vertical scale increments, façade composition, roof form, architectural elements, materials, and colors".

Mitigation Measures

As discussed above, the following mitigation measures would be required to mitigate impacts to historic resources from implementation of the proposed General Plan Update and Corridors Specific Plan:

MM CUL-1 Add the following policy to the Community Design Component of the General Plan Update: *Require that, prior to the issuance of a permit to demolish or substantially alter any of the potential historic resources identified in Appendix of the Historic Resources Technical Report prepared by Architectural Resources Group (July 2012), the City shall require the completion of a historical evaluation of the affected potential resource(s). The evaluation shall be completed by an architectural historian satisfying the Secretary of the Interior's Standards for and Guidelines for Archaeology and Historic Preservation, Professional Qualifications and Standards and shall determine whether or not each of the affected potential resources appears eligible for designation as a local landmark or as a contributor to a local district.*

If a project is found to affect one or more resources that appear eligible for local designation, then the project shall be fully subject to the Certificate of Appropriateness procedures as specified in Section .5809-13(F) of Pomona's Zoning Ordinance. (In other words, for purposes of project review, the resource(s) found to be eligible for local designation shall be treated the same as locally designated resources, whether or not they have been formally designated.)

MM CUL-2 Add the following policy to the Community Design Component of the General Plan Update: *Require that for proposed developments with the potential to adversely impact cultural resources, notification be sent to cultural organizations, including Native American organizations.*

Level of Significance After Policies/Mitigation Measures

Implementation of the proposed General Plan Update policies and Specific Plan regulations, in combination with MM CUL-1 and MM CUL-2 when required, would reduce the impact to cultural resources to a less than significant level.

4.5 GEOLOGY AND SOILS

This section of the EIR analyzes the potential physical environmental effects related to seismic hazards, underlying soil characteristics, slope stability, erosion, and existing mineral resources within the city of Pomona from implementation of the General Plan Update and Corridors Specific Plan. Data used to prepare this section were obtained from the 2004 Pomona Existing Conditions, Challenges and Opportunities Report, the California Geological Survey (CGS), and other sources.

4.5.1 Environmental Setting

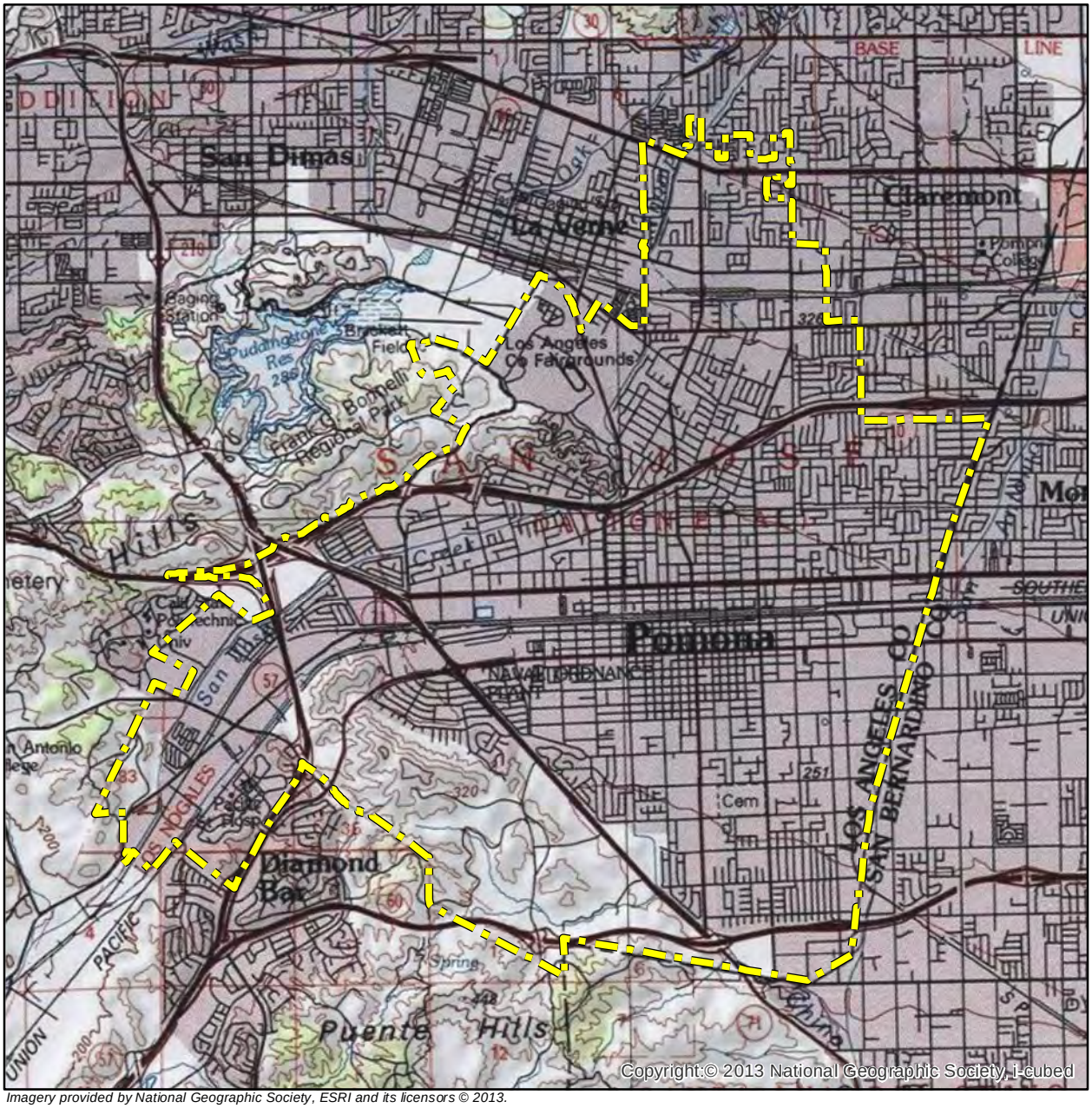
Regional Geology

Pomona lies within the Transverse Ranges geomorphic province, characterized by numerous earthquake faults. The Transverse Ranges consist of a distinct group of east/west-trending ranges and valleys that truncate the prevailing north-northwest trend of the southern Coast Ranges and Peninsular Ranges. This province encompasses approximately 325 miles, and extends from Point Arguello, located along the western coast of California, eastward to Joshua Tree National Park, where it merges with the Mojave and Colorado Desert provinces.

Within the Transverse Ranges there are abundant compressional reverse and thrust faults, and curvilinear strike-slip faults that generally trend in an east/west direction. The foremost structural feature that has affected the geologic evolution of the province is the San Andreas Fault. This fault has a northwest strike, located both to the north and south of the Transverse Ranges, but changes to a west-northwest strike within the Transverse Ranges, thus forming a bend in the fault. Many of these faults break the ground surface south of the San Andreas Fault along the southern flank of the San Gabriel and Santa Monica Mountains. The thrust faults that break the surface south of the San Andreas Fault dip southward and merge with the broad, buried fold and thrust belts that underlie the Los Angeles basin and the southern margin of the Transverse Ranges.

The California Department of Conservation does not designate the city as being within a Significant Mineral Aggregate Resource Area (SMARA), nor is it located in an area with active mineral extraction activities.

Pomona is located in a relatively flat topographic area, except for the hillside areas to the west and south. The eastern portion of Pomona lies in the San Bernardino Valley, while the western portion of the city lies along the eastern edge of the San Gabriel Valley. The city is 700 feet above mean sea level (msl) in the south and 1,000 feet above msl in the north. To the west and northwest, the San Jose Hills have elevations of 1,167 feet above msl and the Puente/Chino Hills to the south have elevations of 1,381 feet above msl. The valley areas are gently sloping at an average of one to three percent, while the hillside areas on the northwest and southwest have slopes of ten percent or more. Refer to Figure 4.5-1 (Topography).



Imagery provided by National Geographic Society, ESRI and its licensors © 2013.

City Boundary

N

0 0.625 1.25

Miles

Topography

Figure 4.5-1

Local Geologic Setting

The city is underlain by alluvium within the valley area and by bedrock in the San Jose Hills to the northwest and the Puente/Chino Hills to the southwest. The unconsolidated alluvial soils of the San Bernardino Valley came from the transport of soils from the San Gabriel Mountains to the north, as well as soils that washed out of nearby foothills and the San Antonio Canyon area. The alluvial soils are underlain by igneous-metamorphic rock, as seen in outcrops in the Puente/Chino Hills and San Jose Hills. Soils on the western valley area are made up of unconsolidated coarse sands and gravel near San Jose Creek, and very fine grain unconsolidated silty sands along the foothills.

The Puente Hills are made up of marine sandstones and siltstones of the Puente Formation, with a mixture of volcanic rock. The Ganesha Hills are made of igneous-metamorphic outcrops, as found on the San Jose Hills. The rocks consist of fine to coarse-grained marine clastic sedimentary rocks of the Cenozoic era (12 million years to present). These rocks also include volcanic rocks and some nonmarine sedimentary rocks (Dyett & Bhatia, 2004).

Faulting and Seismicity

Generally defined, an earthquake is an abrupt release of accumulated energy in the form of seismic waves when movement occurs along a fault. Pomona lies in a seismically active region of Southern California, with several major active faults in the area, including the San Andreas, Sierra Madre, and Whittier-Elsinore Fault zones. However, in addition to these known faults, movement along buried blind thrust faults that have no obvious surface features can also occur.

The severity of an earthquake generally is expressed in two ways—magnitude and intensity. The energy released, measured on the Moment Magnitude (M_W) scale, represents the size of an earthquake. The Richter Magnitude (M) scale has been replaced in most modern building codes by the M_W scale because the M_W scale provides more useful information to design engineers. The intensity of an earthquake is measured by the Modified Mercalli Intensity (MMI) scale, which emphasizes the current seismic environment at a particular site and measures groundshaking severity according to damage done to structures, changes in the earth surface, and personal accounts. Table 4.5-1 (Modified Mercalli Intensity Scale) identifies the level of intensity according to the MMI scale and describes that intensity with respect to how it would be received or sensed by its receptors.

Table 4.5-1 Modified Mercalli Intensity Scale

Modified Mercalli Intensity	*Description*
I	Not felt except by a very few under especially favorable conditions
II	Felt by a few people at rest, especially in upper floors of buildings
III	Felt noticeably indoors, but not always recognized as a quake; vibration like a passing truck
IV	Felt indoors by many and outdoors by few. Sensation like heavy truck striking building
V	Felt by nearly everyone. Some breakage of windows, dishes, and plaster
VI	Felt by all; some heavy furniture moved; falling plaster; damage small
VII	Damage negligible in buildings of good design and construction

Table 4.5-1 Modified Mercalli Intensity Scale

Modified Mercalli Intensity	Description
VIII	Damage slight in specially designed structures; considerable damage in ordinary substantial buildings; Walls, monuments, chimneys fall
IX	Damage considerable; buildings shift off foundations
X	Most masonry and frame structures destroyed; railroad rails bent
XI	Few structures remain standing; bridges destroyed
XII	Damage total; lines of sight and level are distorted; objects thrown into the air

SOURCE: *US Geological Survey.* http://earthquake.usgs.gov/learn/topics/mercalli.php *Accessed Online July 2012*

Numerous faults in the Los Angeles area are categorized as active, potentially active, and inactive. A fault is classified as *active* if it has moved during the Holocene time (during the last 11,000 years). A fault is classified as *potentially active* if it has experienced movement within Quaternary time (during the last 1.8 million years). Faults that have not moved in the last 1.8 million years are generally considered *inactive*. Surface displacement can be recognized by the existence of cliffs in alluvium, terraces, offset stream courses, fault troughs and saddles, the alignment of depressions, sag ponds, and the existence of steep mountain fronts.

Regional Faults

Earthquakes from several active and potentially active faults in the Southern California region could affect future development within Pomona, although no known regional faults directly traverse the city. A summary of the active faults nearest to Pomona is provided below.

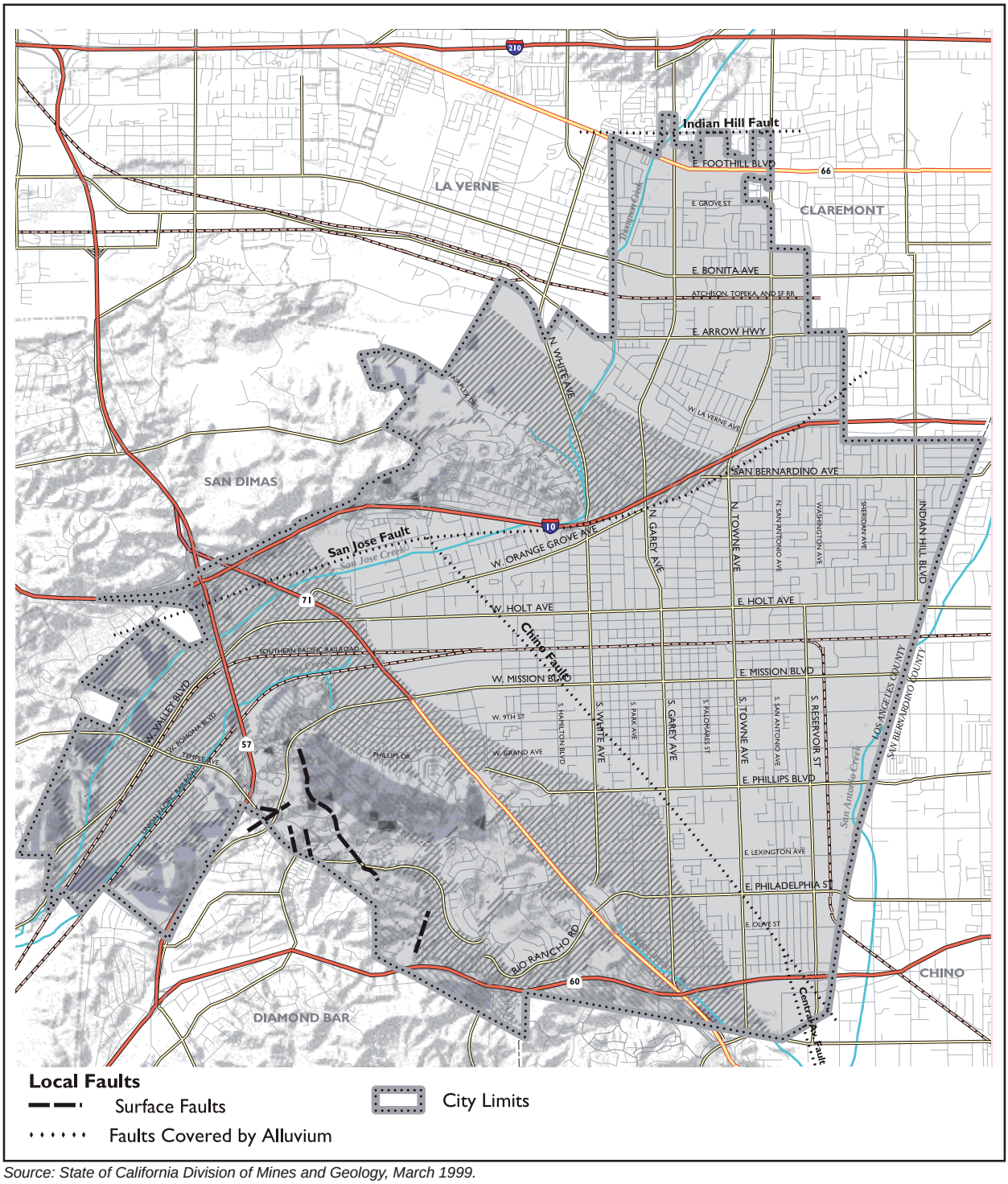
- **San Andreas Fault Zone**—Located approximately 20 miles to the northeast of the city, this fault zone extends from the Gulf of California northward to the Cape Mendocino area where it continues northward along the ocean floor. The length of the fault and its active seismic history indicates that it has a very high potential for large-scale movement in the near future (Magnitude 8.0+ on Richter scale), and should be considered important in land use planning for most cities in California.
- **Sierra Madre Fault System**—Located approximately one mile north of the city, at the base of the San Gabriel Mountains, this fault system forms a prominent 50-mile long east/west structural zone on the south side of the San Gabriel Mountains. It consists of a complex system of dips and slips and has a left lateral reverse component. The Sierra Madre Fault system has been responsible for uplift of the San Gabriel Mountains by faulting in response to tectonic compression. In many places, the faults have placed basement bedrock over alluvium where they dip northerly below the steep topographic front of the San Gabriel Mountains.
- **Whittier-Elsinore Fault Zone**—This fault zone is located along the southern base of the Puente Hills, approximately 9 miles to the southwest of the city. This northwest-trending fault trends from Whittier Narrows southeast across the Santa Ana River, past Lake Elsinore, into western Imperial County and then into Mexico. This fault zone has the expected maximum capability of a magnitude 6.6 earthquake.
- **San Gabriel Fault**—The eastern portion of this fault is considered potentially active, and the portion of the fault by the Castaic Area of Los Angeles County is considered active. This fault is located approximately 20 miles northwest of the city. This fault extends from Frazier Park to Mount Baldy Village, a distance of approximately 84 miles. Due to the length of its surface trace, the San Gabriel Fault is believed capable of generating a magnitude 7.8 earthquake.

- **Verdugo Fault**—Located approximately 22 miles west of the city, this active fault bounds the south flank of the Verdugo Mountains, and appears to merge with the Eagle Rock-San Rafael Fault System in the vicinity of the Verdugo Wash. Low magnitude earthquakes (less than 3.0) which have been attributed to activity along the Verdugo Fault are occasionally recorded in the Burbank-Glendale area. No direct evidence of ground displacement has been observed as associated with these low-magnitude earthquakes. The Verdugo Fault has a high potential for future activity and is capable of generating a magnitude 6.4 earthquake.
- **Norwalk Fault**—Located approximately 25 miles southwest of the city, this fault strikes 65 to 85 degrees to the northwest and dips steeply to the northeast. The fault is approximately 16 miles long. Microseismic activity along the Norwalk Fault is high and it may be capable of generating a magnitude 6.3 earthquake.
- **Santa Monica Fault**—This fault is located approximately 25 miles west of the city. No detailed information is available on the exact location of this southwest/northeast-trending fault at the ground surface (fault trace), or on its geometric orientation. This fault, the Malibu Coast Fault, and the Raymond Fault belong to one large fault system. The Raymond Fault portion of this fault system is considered an active fault. This fault could generate a moderate seismic event (magnitude 6.6).
- **San Fernando Fault Zone**—This active fault is located approximately 30 miles northwest of the city. Generally, fault segments are east/west-trending thrust faults with associated left lateral movement.
- **Newport-Inglewood Fault Zone**—Located approximately 35 miles southwest of the city, this active fault zone could generate a 7.0+ magnitude earthquake within the next 50 to 100 years.

Local Faults

In addition to the regional faults, there are several local faults located within the city that are considered potentially active. No recent seismic activity has been recorded along these faults in the last 10,000 years (California Department of Conservation, 2010). However, a major earthquake occurring along any of these faults would be capable of generating seismic hazards and strong groundshaking effects within the city. These local faults include the Indian Hill, Chino, Central Avenue, and San Jose Faults. These local faults are further described below and are illustrated in Figure 4.5-2.

- **Indian Hill Fault**—This fault is located along the northern section of the city and runs in an east/west direction for approximately 9 kilometers. It is believed to be a single strand and is considered potentially active. This fault serves as a barrier to groundwater movement and offsets soils of Late Pleistocene age, which is the reason it is considered potentially active.
- **Chino Fault**—Considered to be a part of the Whittier-Elsinore Fault system, this fault borders the Puente Hills to the northeast and is buried along most of its length. It is approximately 28 kilometers long from the Santa Ana Mountains to the city of Pomona in a northwest-southeast direction, as it joins the San Jose Fault, near the I-10. Based on geomorphic evidence, it does not appear to have as great a potential for seismic activity as does the Whittier-Elsinore Fault. Where exposed in the Puente Hills area, the Chino Fault is not as well-expressed as the Elsinore Fault. The fault has an estimated slip rate of 0.2 mm/year.



Source: State of California Division of Mines and Geology, March 1999.

Regional and Local Faults Near the City of Pomona

Figure 4.5-2

- **Central Avenue Fault**—This fault is located in the city of Chino and extends into the southern portion of the city of Pomona. This fault is approximately 8 kilometers long and believed to be a single strand that is subparallel to the Chino Fault. The fault exhibits displacement on Quaternary and Holocene age deposits but has no surface expression.
- **San Jose Fault**—This fault is classified as potentially active and is located in the San Jose Hills, on the western edge of the city. The fault is approximately 13 kilometers long and runs in a northeast/southwest direction, approximately parallel to the I-10 freeway. The fault has an 80 to 85 degree upward dip and has a reverse movement with the north side up. The fault displaces upper Miocene sedimentary and volcanic rocks as much as 2,700 feet vertically, with a 100-meter vertical offset in older subsurface alluvium.

Of the local faults, the probability of earthquake activity is considered the highest along the San Jose Fault, with possible ground rupture. Neither the Chino Fault, Central Avenue Fault, nor the Indian Hill Fault has a high probability of seismic activity, and their precise locations are currently not well defined. None of these faults in Pomona have been placed in an Alquist-Priolo Earthquake Fault Zone (California Geological Survey, 2012). Thus, no fault rupture hazard is anticipated along the fault traces that pass through the city.

Recent Seismic Activity

Historically, earthquakes have caused substantial groundshaking in the Southern California region, and include the following: the 1933 Long Beach earthquake (magnitude 6.4 on Richter scale), along the Newport-Inglewood Fault Zone; the 1971 San Fernando earthquake (magnitude 6.7), along the San Fernando-Sierra Madre Fault; the 1987 Whittier Narrows earthquake (magnitude 5.9), along the Elysian Park Thrust Fault; the 1988 Pasadena earthquake (magnitude 5.0); the 1990 earthquake north of Pomona (magnitude 5.3); the 1991 Sierra Madre earthquake (magnitude 5.8); the 1992 Landers area earthquake (magnitude 7.4); and the 1994 Northridge earthquake (magnitude 6.7), along the Oakridge Fault. In addition, the 2008 Chino Hills earthquake (magnitude 5.5) was the strongest earthquake felt in the greater Los Angeles region since the 1994 Northridge earthquake and resulted in damage to a number of buildings in the city, including City Hall.

Seismic Hazards

Hazards associated with earthquakes include primary hazards, such as surface rupture and groundshaking, as well as secondary hazards, such as liquefaction, lateral spreading, ground lurching, tsunamis, and dam inundation. These hazards are described below. Figure 4.5-3 illustrates the potential seismic hazards present in the vicinity of Pomona.

Surface Rupture

Surface rupture represents the breakage of ground along the surface trace of a fault, which is caused by the intersection of the fault surface area ruptured in an earthquake with the Earth's surface. Fault displacement occurs when material on one side of a fault moves relative to the material on the other side of the fault. This can have particularly adverse consequences when buildings are located within the rupture zone. It is not feasible, from a structural or economic perspective, to design and build structures

that can accommodate rapid displacement involved with surface rupture. Amounts of surface displacement can range from a few inches to tens of feet during a rupture event.

The Alquist-Priolo Earthquake Fault Zoning Act regulates development near active faults to mitigate the hazard of surface fault rupture. Essentially, this Act contains two requirements: (1) it prohibits the location of most structures for human occupancy across the trace of active faults; and (2) it establishes Earthquake Fault Zones and requires geologic/seismic studies of all proposed developments within 1,000 feet of the zone. The Earthquake Fault Zones are delineated and defined by the State Geologist and identify areas where potential surface rupture along a fault could occur. As stated previously, the city is not located within an Alquist-Priolo Earthquake Fault Zone.

Groundshaking

The major cause of structural damage from earthquakes is groundshaking. The intensity of ground motion expected at a particular site depends upon the magnitude of the earthquake, the distance to the epicenter, and the geology of the area between the epicenter and the property. Greater movement can be expected at sites located on poorly consolidated material, such as alluvium, within close proximity to the causative fault, or in response to a seismic event of great magnitude.

Liquefaction

Liquefaction is a phenomenon in which the strength and stiffness of a soil is reduced by earthquake shaking or other rapid loading. Liquefaction occurs in saturated soils, in which the water exerts a pressure on the soil particles that influences how tightly the particles themselves are pressed together. This is caused by a sudden temporary increase in pore water pressure due to seismic densification or other displacement of submerged granular soils.

Liquefaction more often occurs in earthquake-prone areas underlain by young alluvium where the groundwater table is within 30 feet of the ground surface. In addition to the necessary soil conditions, the ground acceleration and duration of the earthquake must also be of a sufficient level to induce liquefaction.

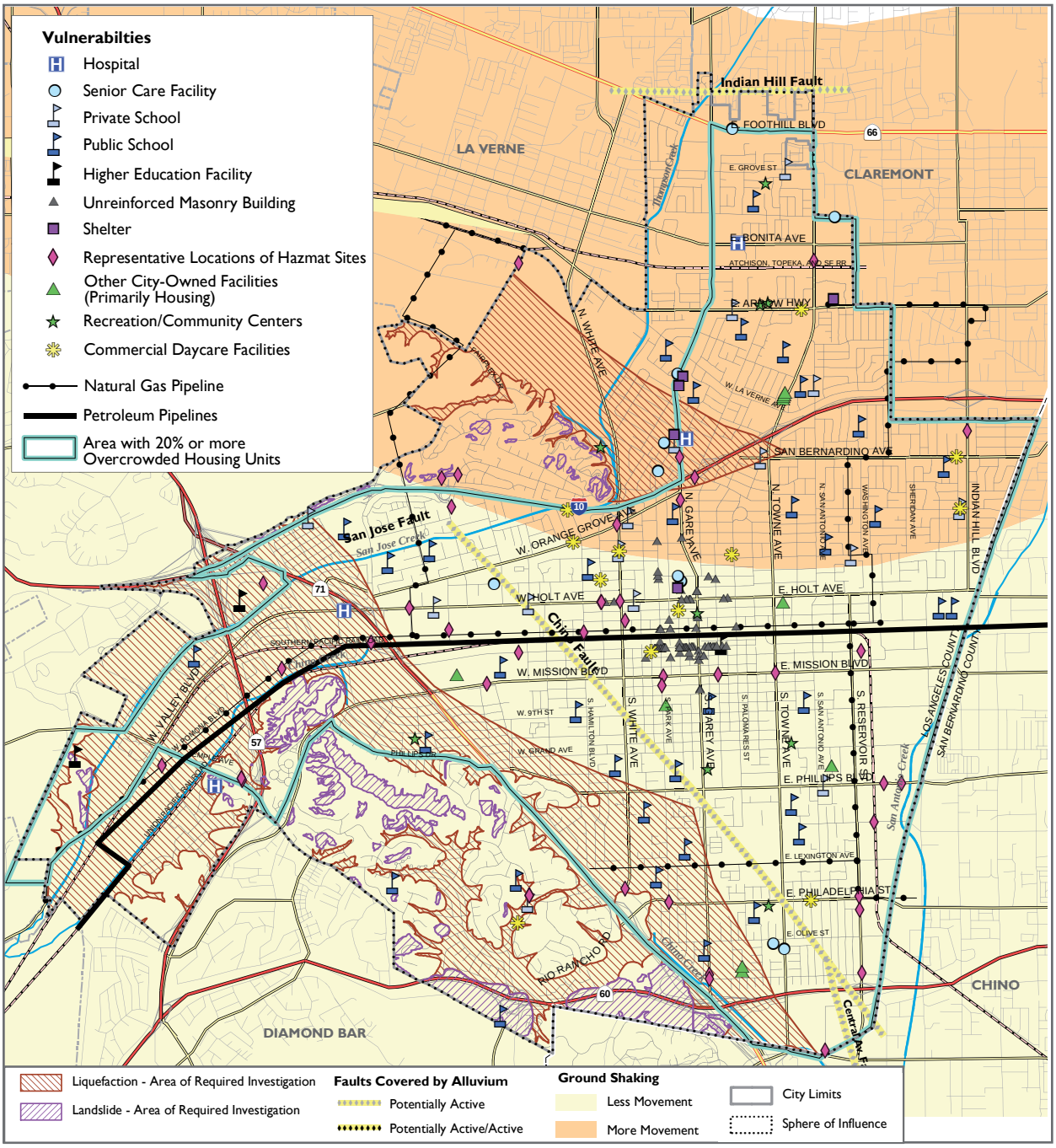
Pomona is located in an area that has varying potential for liquefaction. According to the Seismic Hazard Zone maps for the San Dimas and Ontario Quadrangles, liquefaction zones are present in the western portion of the city, as well as in scattered segments in the northwestern and southern portions of the city. Areas of the city subject to earthquake-induced liquefaction are shown in Figure 4.5-3.

Lateral Spreading

Lateral spreading involves the lateral displacement of surficial blocks of sediment (e.g., alluvium, terrace sands) as a result of liquefaction in a subsurface layer. The initial gradient of a particular project site that fails in lateral spreading can be very small since the soil mass usually moves on a liquefied layer of loose, saturated granular material.

Ground Lurching

Certain soils have been observed to move in a wave-like manner in response to intense seismic groundshaking, forming ridges or cracks on the ground surface. Areas underlain by thick accumulations of colluvium and alluvium appear to be more susceptible to ground lurching than bedrock. Under strong seismic ground motion conditions, lurching can be expected within loose, cohesionless soils, or in clay-



Source: State of California Division of Mines and Geology, March 1999.
Department of Forestry and Fire Protection, 2003.

Seismic Hazards and Vulnerabilities

Figure 4.5-3

rich soils with a high moisture content. Generally, only lightly loaded structures, such as pavement, fences, pipelines, and walkways, are damaged by ground lurching; more heavily loaded structures appear to resist such deformation.

Tsunamis

Tsunamis occur when large areas of the submerged continental shelf or slope are rapidly displaced vertically. Pomona is located approximately 40 miles from the Pacific Ocean; consequently, there is no potential for tsunami damage within the city.

Dam Inundation

Five water storage areas are present near Pomona: the Thompson Creek Reservoir, the San Antonio Reservoir, the Live Oak Reservoir, the San Dimas Reservoir, and the Puddingstone Reservoir. As depicted by the region's gently sloping topography to the southwest, both the Thompson Creek Reservoir and the San Antonio Reservoir could potentially flood portions of the city. However, the potential danger due to dam failure on these reservoirs is relatively low since their primary function is flood control and large quantities of water are not stored there except during periods of heavy rain.

Soil Hazards

Hazards associated with soils include erosion, shrink/swell potential, landslides, and subsidence, as described below. The Natural Resources Conservation Service (NRCS) identified various soil associations within the Pomona area consisting of one or more soil types that have similar characteristics and are each named for the predominant soil series it contains. The City's 1994 Master Environmental Assessment (MEA) lists soil series within the city as: Tujunga-Soboba, Hanford, Cropley, Foster-Grangeville, Chino, Diablo-Altamont, Altamont-Diablo, San Andreas-San Benito, San Benito-Soper, and Yolo. The soils in the western valley typically comprise unconsolidated coarse sands and gravel, with very fine grain unconsolidated silty sands along the foothills.

Soil Erosion

Erosion refers to the removal of soil by water or wind. The effects of erosion are intensified with an increase in slope (as water moves faster, it gains momentum to carry more debris), the narrowing of runoff channels (which increases the velocity of water), and by the removal of groundcover, which leaves the soil exposed. Within the city, moderate erosion potential exists for the Tujunga-Soboda and Altamont-Diablo soil associations. The San Andreas and San Benito soils have a high erosion potential. Surface improvements, such as paved roads and buildings, decrease the potential for erosion as once covered, soil is no longer exposed to the elements.

Shrink/Swell

A soil's potential to shrink and swell depends on the amount and types of clay in the soil. Montmorillonite and bentonite clays are more responsive to changes in water content than other types of clay. They expand when wet and shrink when dry. Moreover, the higher the clay content, the more the soil will swell when wet and shrink when dry. Highly expansive soils can cause structural damage to

foundations and roads without proper structural engineering and are generally less suitable or desirable for development than non-expansive soils because of the necessity for detailed geologic investigations and costlier grading applications. Within the city, the Altamont and San Andreas soils have a high shrink-swell potential.

Landslides

The geologic character of an area determines its potential for landslides. Steep slopes, the extent of erosion, and the rock composition of a hillside can aid in predicting the probability of slope failure. Common triggering mechanisms of slope failure include undercutting slopes by erosion or grading; saturation of marginally stable slopes by rainfall or irrigation; and shaking of marginally stable slopes during earthquakes. According to the San Dimas and Ontario Quadrangle Seismic Hazard Maps, the hillside portions of Pomona, located within the northwest and southwest portions of the city, exhibit landslide potential. Figure 4.5-3 shows potential landslide zones within Pomona.

Subsidence

Subsidence occurs at great depths below the surface when subsurface pressure is reduced by the withdrawal of fluids (e.g. groundwater, natural gas, or oil) resulting in sinking of the ground. Pomona may be susceptible to subsidence from groundwater withdrawal as a result of drought conditions as well as water being pumped out of these basins in excess of the rate of groundwater recharge (City of Pomona, 1994). The City's groundwater supply system consists of four groundwater sources including the Chino, Pomona, Spadra, and Claremont Heights Basins. Of the four groundwater basins the City pumps water from the majority of wells are located in the Chino Basin. Thus, the potential for subsidence is considered greater in those areas within the Chino Basin, which underlies the central and southeastern portions of the city (City of Pomona, 1994).

4.5.2 Thresholds of Significance

Implementation of the proposed General Plan Update and Corridors Specific Plan would result in a significant impact if it would:

- Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving
  - > Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault
  - > Strong seismic groundshaking
  - > Seismic-related ground failure, including liquefaction
  - > Landslides
- Result in substantial soil erosion or the loss of topsoil
- Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse

- Be located on expansive soil, as defined in Table 18-1-A of the California Building Code (1994), creating substantial risks to life or property
- Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of wastewater

As discussed previously, there are no active faults or currently mapped Earthquake Fault Zones within the city that would cause a fault rupture. The city is also not located within any currently mapped Seismic Hazard Zone. Therefore, implementation of the General Plan Update and Corridors Specific Plan would have no impact associated with exposing people or structures to rupture of a known earthquake fault and no further discussion is included in this document. In addition, Pomona is almost entirely built out within established utility services. New development would connect to existing sewer trunk lines or future expansion of sewer trunk lines. Development under the General Plan Update and Corridors Specific Plan would not require the use of septic tanks. Therefore, no impact would result and no further discussion is included in this document.

4.5.3 Project Impacts and Mitigation

Project Impacts

Threshold	Would the proposed project expose people or structures to potential substantial adverse effects, including the risk of loss injury or death involving strong seismic groundshaking?

Impact 4.5-1 **Implementation of the proposed General Plan Update and Corridors Specific Plan may result in the exposure of people or structures to potentially substantial adverse effects resulting from seismic groundshaking. Compliance with applicable regulations and the policies contained in the General Plan Update would reduce impacts related to seismic groundshaking to Class III, *less than significant*.**

As discussed previously there are a number of potentially active and active fault systems located within and near Pomona. The city is subject to large magnitude earthquakes and is located within Seismic Zone 4, which has the highest seismic potential (Uniform Building Code, 1997).

Development under the proposed General Plan Update and Corridors Specific Plan would result in additional residential units and nonresidential building areas within the city. As such, additional residents and employees would be potentially exposed to the effects of seismic groundshaking from regionally generated earthquakes. The additional structures built under the proposed General Plan Update and Corridors Specific Plan could also experience substantial damage during seismic groundshaking events. On the other hand, because development facilitated by the General Plan Update and Corridors Specific Plan would primarily involve infill on already developed parcels, such development would in many cases replace older buildings subject to seismic damage with newer structures built to current seismic standards.

As required by California Building Code (CBC) Chapter 16 for the construction of new buildings or structures, specific engineering design and construction measures would be implemented to anticipate

and avoid the potential for adverse impacts to human life and property caused by seismically induced groundshaking. In addition, the City has identified policies in its Noise and Safety Component to achieve the goal of avoiding exposure to hazards, minimizing losses to existing property, and reducing the potential for damage to future development (Goal 7G.G10). For example, Policy 7G.P27 would make available at reasonable cost City building inspectors to review and identify vulnerabilities in structures in areas at risk of liquefaction, and make cost-efficient rehabilitation recommendations to mitigate groundshaking and liquefaction hazards.

Implementation of the proposed General Plan Update and Corridors Specific Plan, in conformance with the identified regulatory requirements, would ensure that adverse effects caused by seismic and geologic hazards such as strong groundshaking are minimized. Additionally, new development would be required to comply with the building design standards of CBC Chapter 33 for the construction of new buildings or structures. With these standards, specific engineering design and construction measures would be implemented to anticipate and avoid the potential for adverse impacts. Thus, compliance with applicable regulations and the policies contained in the General Plan Update would reduce impacts related to seismic groundshaking to a level that is **less than significant**.

Threshold	Would the proposed project expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving seismic-related ground failure, including liquefaction, or landslides?

Impact 4.5-2 **Implementation of the proposed General Plan Update and Corridors Specific Plan may result in impacts related to liquefaction or landslides. However, development under the Plans would be required to comply with applicable regulations as well as policies identified in the General Plan Update. Impacts would therefore be Class III, *less than significant*.**

As indicated in Figure 4.5-3, the area where potential liquefaction could occur includes the southwestern portion of the city, and a segment of the city in proximity to N. White Avenue. The following focus areas are wholly or partially within liquefaction zones: Lanterman Center; West Holt Avenue/Mission Boulevard/SR-71 Crossroads; South Garey Avenue; Fairplex; and North Garey Avenue. A considerable portion of the city's mapped liquefiable areas are already built upon, mostly with residential and commercial development.

Implementation of the proposed General Plan Update and Corridors Specific Plan would add residents and employees within the city in potential liquefaction areas. As liquefaction of soils could be caused by strong vibratory motion from seismic events, the risk of this hazard is prevalent throughout Southern California in liquefaction-prone areas. On the other hand, because development facilitated by the General Plan Update and Corridors Specific Plan would primarily involve infill on already developed parcels, such development would in many cases replace older buildings subject to seismic damage with newer structures built to current seismic standards. Liquefaction potential does not necessarily limit development potential, as site-specific geotechnical studies would be required to determine the soil properties and potential for liquefaction in a specific area prior to development. Compliance with the standards set forth in the Uniform Building Code (UBC) would require an assessment of this hazard and the incorporation of design measures into structures to mitigate this hazard if development is considered feasible.

In addition to liquefaction, strong ground motions can also worsen existing unstable slope conditions, particularly if coupled with saturated ground conditions. Seismically-induced landslides can overrun structures, people or property, sever utility lines, and block roads, thereby hindering rescue operations after an earthquake. Slope stability depends on many factors and their interrelationships. Rock type and pore water pressure are arguably the most important factors, as well as slope steepness due to natural or human-made undercutting. Where slopes have failed before, they may fail again.

Areas in the extreme southern portion of the city, as well as limited portions north of the I-10 Freeway in the northern portion of the city, have been identified as vulnerable to seismically induced slope failure, due to steep terrain. However, none of the focus areas for future development are located within these landslide hazard zones.

Compliance with the standards set forth in the current CBC would require an assessment of hazards related to landslides and liquefaction and the incorporation of design measures into structures to mitigate these hazards if development were considered feasible in these areas. In addition, the proposed General Plan Update sets forth policies to reduce the potential for damage to future development resulting from liquefaction or landslides. For example, Policy 7G.P26 would provide educational materials about structural hazards to all property owners and renters in areas at risk of liquefaction. Policy 7G.P27 would make available at reasonable cost City building inspectors to review and identify vulnerabilities in structures in areas at risk of liquefaction, and make cost-efficient rehabilitation recommendations to mitigate groundshaking and liquefaction hazards. In addition, Policy 7G.P28 would avoid siting civic structures used by large numbers of people, such as schools and hospitals, in areas of potential liquefaction.

With respect to landslide potential, Policy 7G.P34 requires review and amendment of the extent of property subject to the Zoning Ordinance's Hillside Overlay District to ensure that all potential landslide areas, as identified in Figure 4.5-3, are included. Additionally, Policy 7G.P35 would require new development located above or below areas of potential landslide to include risk mitigation measures, such as barriers to moving earth or strategic placement of parking lots, which will lessen the risk of injury or death from landslides. Additionally, if any development on steep terrain were to occur upon implementation of the proposed General Plan Update, site-specific slope stability design would be required to ensure adherence to the standards contained in Appendix Chapter A33, Excavation and Grading, of the CBC, as well as by California Division of Occupational Safety and Health (DOSH, CAL/OSHA) requirements for shoring and stabilization.

With compliance with applicable regulations as well as policies identified in the General Plan Update, impacts would be **less than significant** and no mitigation is required.

Threshold	Would the proposed project result in substantial soil erosion or loss of topsoil?

Impact 4.5-3 **Implementation of the proposed General Plan Update and Corridors Specific Plan may result in substantial soil erosion and the loss of topsoil. However, development under the Plans would be required to comply with applicable regulations and standards as well as policies identified in the General Plan Update. Impacts would be Class III, *less than significant*.**

The local topography in the city is generally flat, and gently slopes to the southwest. Thus, the potential for soil erosion over a large part of the city is low. In the western and southern portions of the city where the slopes are more severe due to proximity to the surrounding mountains, the opportunity for soil erosion increases. The San Andreas and San Benito soils have the highest erosion potential, and the Tujunga-Soboba and Altamont-Diablo soil associations have moderate erosion potential.

The planned infill and development in the city from implementation of the proposed General Plan Update and Corridors Specific Plan would result in development of vacant and currently underutilized parcels. All demolition and construction activities within the city would be required to comply with CBC Chapter 70 standards, which would ensure implementation of appropriate measures during grading activities to reduce soil erosion. In addition, all new developments would be subject to regional and local regulations pertaining to construction activities. Specifically, development that is 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 that is 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, development in the city would be required to obtain a grading permit prior to grading activities. In turn, all work requiring a grading permit would be required to have an approved Erosion Control Plan.

To further ensure that soil erosion and the loss of topsoil would not degrade the quality of the city's surface waters, Policy 7E.P27 would require continued work with the Los Angeles Regional Water Quality Control Board (RWQCB) to implement the provisions of the NPDES to protect surface water and groundwater quality, while Policy 7E.P28 would require the City to review and update adopted Best Management Practices, as needed. Therefore, compliance with CBC Chapter 70 standards, SWRCB regulations and City Municipal Code, along with implementation of the policies in the proposed General Plan Update would ensure that soil erosion impacts would remain **less than significant**.

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

Impact 4.5-4 **Implementation of the proposed General Plan Update and Corridors Specific Plan may result in safety impacts related to lateral spreading, subsidence, or collapse. Impacts would be Class III, *less than significant*.**

Impacts related to landslides and liquefaction are addressed under Impact 4.5-2. This analysis addresses impacts related to unstable soils as a result of lateral spreading, subsidence, or collapse.

As discussed previously under existing conditions, lateral spreading occurs as a result of liquefaction. As such, liquefaction-prone areas would also be susceptible to lateral spreading. Further, Pomona may be susceptible to subsidence from groundwater withdrawal as a result of prior drought conditions as well as water being pumped out of these basins in excess of the rate of groundwater recharge (Pomona, 1994). Development within the city would be required to comply with the CBC regarding the minimum standards for structural design and site development. The CBC, which is based on the Uniform Building

Code (UBC), has been modified for California conditions with numerous more detailed and/or more stringent regulations. The CBC requires that "classification of the soil at each building site shall be determined when required by the building official" and that "the classification shall be based on observation and any necessary test of the materials disclosed by borings or excavations." The CBC provides standards including, but not limited to: excavation, grading, and earthwork construction; fills and embankments; expansive soils; foundation investigations; and liquefaction potential and soils strength loss. Thus, an acceptable degree of soil stability can be achieved for soil materials by the CBC required incorporation of soil treatment programs (replacement, grouting, compaction, drainage control, etc.) in the excavation and construction plans to address site-specific soil conditions.

As part of the construction permitting process, the City requires completed reports of soil conditions at specific construction sites to identify potentially unsuitable soil conditions including lateral spread, subsidence, and collapse. The evaluations must be conducted by registered soil professionals, and measures to eliminate inappropriate soil conditions must be applied. The design of foundation support must conform to the analysis and implementation criteria described in CBC Chapter 18.

In addition, the proposed General Plan Update sets forth policies to reduce the potential for damage to future development resulting from unstable soils or geologic units. For example, Policy 7G.P32 requires the City to regulate the location of new essential facilities within areas that would be directly affected by seismic or geologic hazards, while Policy 7G.P33 requires that existing essential facilities in these areas are upgraded and maintained in order to prevent and reduce loss.

Adherence to the City's codes and the policies included in the proposed General Plan Update would ensure that issues related to unstable soils and geologic units are addressed during construction. In view of these requirements, the proposed General Plan Update and Corridors Specific Plan would have a **less than significant** impact associated with the exposure of people or structures to hazards associated with unstable geologic units or soils.

Threshold	Would the proposed project be located on expansive soil, creating substantial risks to life or property?

Impact 4.5-5 **Implementation of the proposed General Plan Update and Corridors Specific Plan may result in the construction of facilities on expansive soils, creating substantial risk to people and structures. However, all development projects would be required to comply with the standards of the CBC. Impacts would therefore be Class III, *less than significant*.**

As discussed under existing conditions, the soils in the city are predominantly alluvium within the valley area and bedrock on the San Jose and Puente/Chino Hills. There are a variety of soils series in the city, and the Altamont and San Andreas soils have the highest shrink/swell potential. Man-made fills can also be expansive, depending on the soils used in construction. Using unsuitable materials for fill or foundation support would have the potential to create future heaving, subsidence, spreading, or collapse problems leading to building settlement or utility line and pavement disruption. The variations in soils underlying the city may allow for differential settlement within the city. The CBC includes requirements to address soil related hazards. Typical measures to treat hazardous soil conditions involve removal,

proper fill selection, and compaction. Therefore, compliance with the requirements of the CBC would reduce impacts to **less than significant**.

Proposed General Plan Update Goals and Policies

The proposed General Plan Update contains several goals and policies related to seismic, geologic and soils hazards as well as to water resources related to reducing impacts to water quality from erosion. These are identified below.

Seismic, Geologic, and Soils Hazards Goals

7G.G10 Avoid exposure to hazards, minimize losses to existing property and reduce the potential for damage to future development.

7G.G11 Protect Pomona's unique character and values from being compromised by seismic events.

Seismic, Geologic, and Soils Hazards Policies

7G.P25 Limit development in high-risk seismic and landslide hazard areas.

7G.P26 Provide educational materials about structural hazards to all property owners and renters in areas at risk of liquefaction.

7G.P27 Make available at reasonable cost City building inspectors to review and identify vulnerabilities in structures in areas at risk of liquefaction, and make cost-efficient rehabilitation recommendations to mitigate ground shaking and liquefaction hazards. Provide public funds to lower and moderate income homeowners, and to landlords that rent to lower and moderate income households, to subsidize the enactment of the City inspectors' recommendations.

7G.P28 Avoid siting civic structures used by large numbers of people, such as schools and hospitals, in areas of potential liquefaction.

7G.P29 Continue to regularly update building and fire codes to provide for seismic safety design.

7G.P30 Support and encourage the seismic retrofitting and strengthening of essential facilities such as hospitals and schools to minimize damage in the event of seismic or geologic hazards.

7G.P31 Require that unreinforced masonry buildings be retrofitted during remodels to minimize damage in the event of seismic or geologic hazards.

7G.P32 Regulate the location of new essential facilities within areas that would directly be affected by seismic or geologic hazards, in accordance with state law.

7G.P33 Ensure that existing essential facilities that have been built in or on seismic and geologic hazards are upgraded and maintained in order to prevent and reduce loss.

7G.P34 Review and amend the extent of property subject to the Zoning Ordinance's Hillside Overlay District to ensure that all potential landslide areas, as identified in Figure 7-G.4 [of the General Plan Update], are included.

7G.P35 Require new development located above or below areas of potential landslide to include risk mitigation measures, such as barriers to moving earth or strategic placement of parking lots, which will lessen the risk of injury or death from landslides.

Water Resources Goals

7E.G13 Comply with the Los Angeles RWQCB regulations and standards to maintain and improve the quality of both surface water and groundwater resources.

Water Resources Policies

7E.P27 Continue working with the Los Angeles RWQCB in the implementation of the NPDES for the protection of surface water and groundwater quality.

7E.P28 Review and update the rainwater and runoff Best Management Practices adopted by the City as needed. Consider developing and implementing a stormwater management program designed to ensure as much stormwater as soil infiltration rates permit is accommodated on individual sites throughout the City.

Mitigation Measures

No mitigation measures are necessary, as the policies included in the proposed General Plan Update fully mitigate the potential impacts associated with implementation of the proposed General Plan Update and Corridors Specific Plan.

Level of Significance After Policies/Mitigation Measures

Implementation of the goals and policies included in the proposed General Plan Update as well as conformance with existing building design standards would ensure that impacts associated with geologic hazards would be less than significant.

4.6 HAZARDS AND HAZARDOUS MATERIALS

This section analyzes the impacts associated with exposure to hazards and hazardous materials. Impacts relating to hazardous materials use, transportation, and development on contaminated sites are addressed. Impacts associated with the risk of exposure to wildland fires are also addressed.

4.6.1 Environmental Setting

Definitions

The United States Environmental Protection Agency (U.S. EPA) defines a hazardous waste as a substance that (1) may cause or significantly contribute to an increase in mortality or an increase in serious, irreversible, or incapacitating reversible illness and (2) poses a substantial present or potential future hazard to human health or the environment when it is improperly treated, stored, transported, disposed of or otherwise managed. Hazardous waste is also defined as ignitable, corrosive, explosive, or reactive (Federal Code of Regulations—FCR-Title 40: Protection of the Environment, Part 261). The U.S. EPA has developed a list of specific hazardous wastes that are in the forms of solids, semi-solids, liquids, and gases. Producers of such wastes include private businesses, and federal, state, and local government agencies.

A material may also be classified as a hazardous material if it contains defined amounts of toxic chemicals. The U.S. EPA regulates the production and distribution of commercial and industrial chemicals to protect human health and the environment. The U.S. EPA also prepares and distributes information to further the public's knowledge about these chemicals and their effects, and provides guidance to manufacturers in pollution prevention measures, such as more efficient manufacturing processes and recycling used materials.

Hazard versus Risk

Workers and general public health are potentially at risk whenever hazardous materials have been used or where there could be an exposure to such materials. Ecological communities, such as avian and terrestrial habitats and the aquatic environment may also be at risk, depending on the type of populations and locations relative to potential exposure sources. Inherent in the setting and analyses presented in this section are the concepts of the "hazard" of these materials and the "risk" they pose to human health and the ecological environment.

Exposure to some chemical substances may harm internal organs or systems in the human body, ranging from temporary effects to permanent disability, or death. Aquatic, terrestrial, or avian species may also be similarly adversely affected. Hazardous materials that result in adverse effects are generally considered "toxic." However, other chemical materials may be corrosive, or react with other substances to form other hazardous materials, but they are not considered toxic because organs or systems are not affected. Because toxic materials can result in adverse health effects, they are considered hazardous materials, but not all hazardous materials are necessarily "toxic." For purposes of the information and analyses

presented in this section, the terms hazardous substances and hazardous materials are used interchangeably and include materials that are considered toxic.

The risk to human health and the ecological environment is determined by the probability of exposure to a hazardous material and the severity of harm such exposure would pose. That is to say, the likelihood and means of exposure, in addition to the inherent toxicity of a material, are used to determine the degree of risk to human health or the ecosystem. For example, a high probability of exposure to a low toxicity chemical would not necessarily pose an unacceptable human health or ecological risk, whereas a low probability of exposure to a very high toxicity chemical might. Various regulatory agencies, such as the U.S. EPA, California Environmental Protection Agency (CalEPA), State Water Resources Control Board (SWRCB), California Department of Toxic Substances Control (DTSC), and state and federal Occupational Safety and Health Administrations (OSHA) are responsible for developing and/or enforcing risk-based standards to protect the public and the environment.

Potential Hazardous Materials

Hazardous materials in the city of Pomona are routinely used, stored, and transported in commercial/retail businesses as well as in educational facilities, hospitals, and households. Hazardous materials users and waste generators in the city include businesses, public and private institutions, and households. Federal, State, and local agency databases maintain comprehensive information on the locations of facilities using large quantities of hazardous materials, as well as facilities generating hazardous waste. Some of these facilities use certain classes of hazardous materials that require accidental release scenario modeling and risk management plans to protect surrounding land uses.

Construction Materials

Asbestos

Asbestos is a naturally occurring fibrous mineral found in certain types of rock formations. Asbestos is commonly mixed during processing with a material that binds fibers together so that it can be used in different projects. Asbestos became popular due to the fact that it is durable, fire retardant, resists corrosion, and is a good insulator. Asbestos becomes a problem when it is damaged, disturbed, or deteriorates over time, and the material releases fibers into the air. Asbestos fibers can cause serious health problems if inhaled.

Due to the age of the structures located within the General Plan Update Area and Corridors Specific Plan Area, it is anticipated that asbestos has been used in the building materials for many of these structures.

Lead

Lead is a highly toxic metal that was used for many years in consumer products. Lead is one of the most common hazards that humans are exposed to in their daily lives and may be present in hazardous concentrations in food, water, and air. Sources of lead include the manufacturing and recycling of batteries, paint, ink, ceramics, ammunition, urban dust, and secondary lead smelters. Lead is no longer permitted for gasoline. Lead poisoning is the leading environmentally induced illness in children and

poses a potential public health risk. In 1978, the federal government required the reduction of lead in house paint to less than 0.06 percent (600 parts per million). However, some paints manufactured after 1978 for industrial uses or marine uses legally contain more than 0.06 percent lead. Because of its toxic properties, lead is regulated as a hazardous material. Excessive exposure to lead can result in the accumulation of lead in the blood, soft tissues, and bones. Children are particularly susceptible to potential lead-related health problems because it is easily absorbed into developing systems and organs. Inspection, testing, and removal (abatement) of lead-containing building materials must be performed by state-certified contractors who are required to comply with applicable health and safety and hazardous materials regulations.

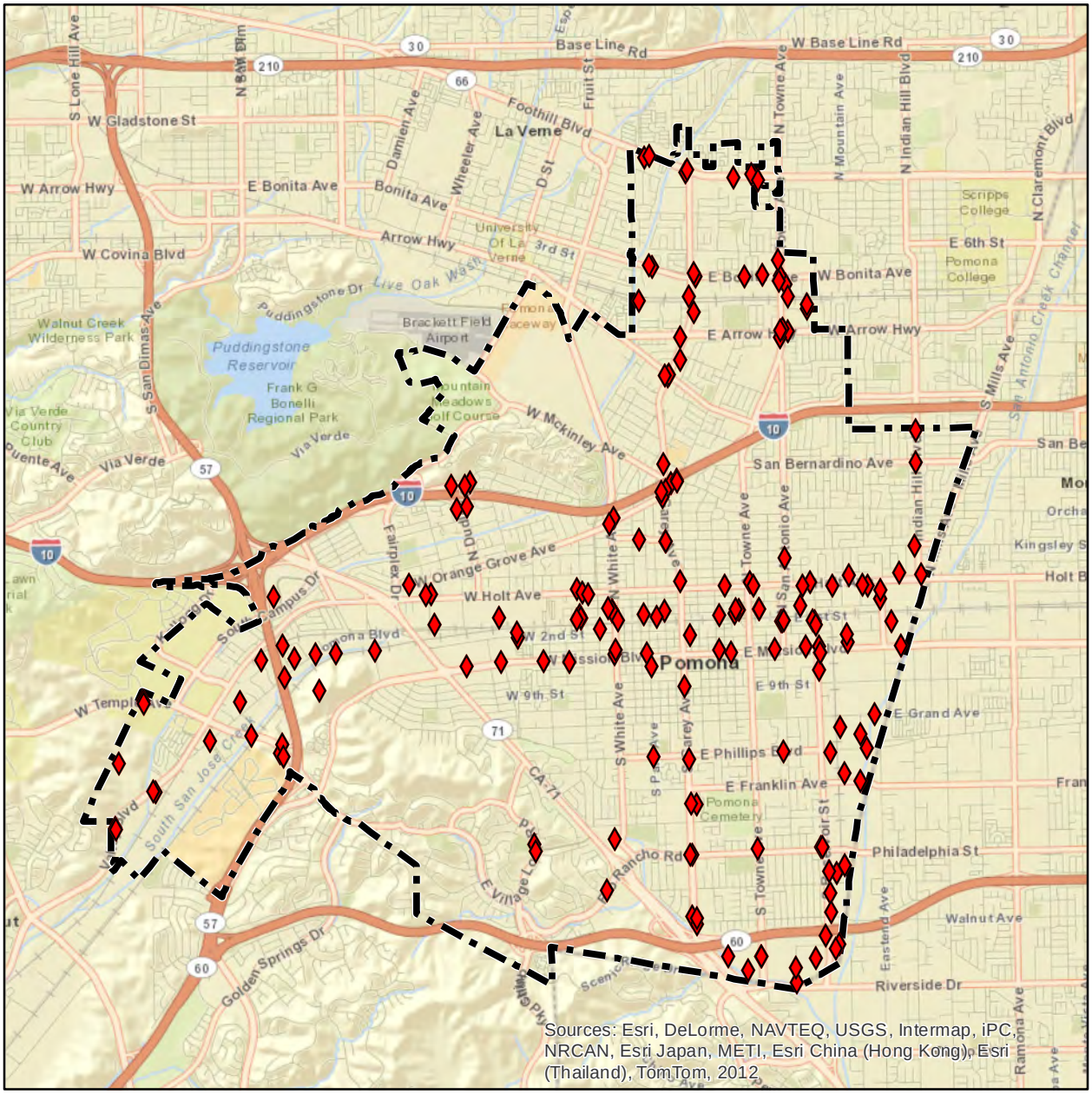
Household Hazardous Waste

The U.S. EPA defines household hazardous waste as "leftover products such as paints, cleaners, oils, batteries, and pesticides that contain potentially hazardous ingredients that could be corrosive, toxic, ignitable, or reactive." Methods of improper disposal of household hazardous wastes commonly include pouring them down the drain, on the ground, into storm sewers, or in some cases putting them out with the trash. Though the dangers of such disposal methods might not be immediately obvious, improper disposal of these wastes can pollute the environment and pose a threat to human health.

Los Angeles County provides residents a cost-free way to dispose of unwanted household chemicals. There are six Household Hazardous Waste (HHW) collection centers located within Los Angeles County: Gaffey Street S.A.F.E. Center in San Pedro; Glendale S.A.F.E. Center in Glendale; Hyperion S.A.F.E. Center in Playa del Rey; Washington Boulevard S.A.F.E. Center in Boyle Heights; Randall Street S.A.F.E. Center in Sun Valley; and UCLA S.A.F.E. Center in West Los Angeles. In addition, many one-day HHW collection events are provided within different cities; the dates, times, and locations of the one-day events are posted on the Los Angeles County Sanitation District's Website.

Existing Hazardous Materials Sites

A database search conducted through CalEPA's "Cortese List Data Resources" website (California Environmental Protection Agency, October 2012) found over 190 sites within Pomona either containing or potentially containing hazardous materials contamination. These sites include leaking underground storage tanks (LUST), and other hazardous materials sites that are listed by the California DTSC. These sites are in various stages of cleanup, including sites being actively remediated, sites being monitored, and closed cases (even closed case sites may still contain some contamination). Seven locations in Pomona are listed by the U.S. EPA, under the Superfund Amendments and Reauthorization Act (SARA), Title III; however, these sites do not appear on the National Priority List, as noted in the following section. As shown on Figure 4.6-1, the distribution of contaminated sites within Pomona, including those mentioned above, indicates that they are predominantly located along major industrial and commercial corridors.



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City Boundary

Location of Hazmat Site

N

0 0.625 1.25

Miles

Hazardous Materials Sites

Figure 4.6-1

Comprehensive Environmental Response, Compensation, and Liability Information System (CERCLIS)

The *Comprehensive Environmental Response, Compensation, and Liability Act of 1980* (CERCLA) was developed to protect water, air, and land resources from risks created by past chemical disposal practices. This act is also referred to as the Superfund Act, and the sites listed under it are referred to as Superfund sites. Under CERCLA, the EPA maintains a list, known as CERCLIS, of all contaminated sites in the nation that have in the past undergone or are currently undergoing clean-up activities. CERCLIS contains information on current hazardous waste sites, potential hazardous waste sites, and remedial activities. This includes sites that are on the National Priorities List (NPL) or being considered for the NPL. According to the EPA, there are seven CERCLIS sites in the city (refer to Table 4.6-1), but none are listed on the NPL.

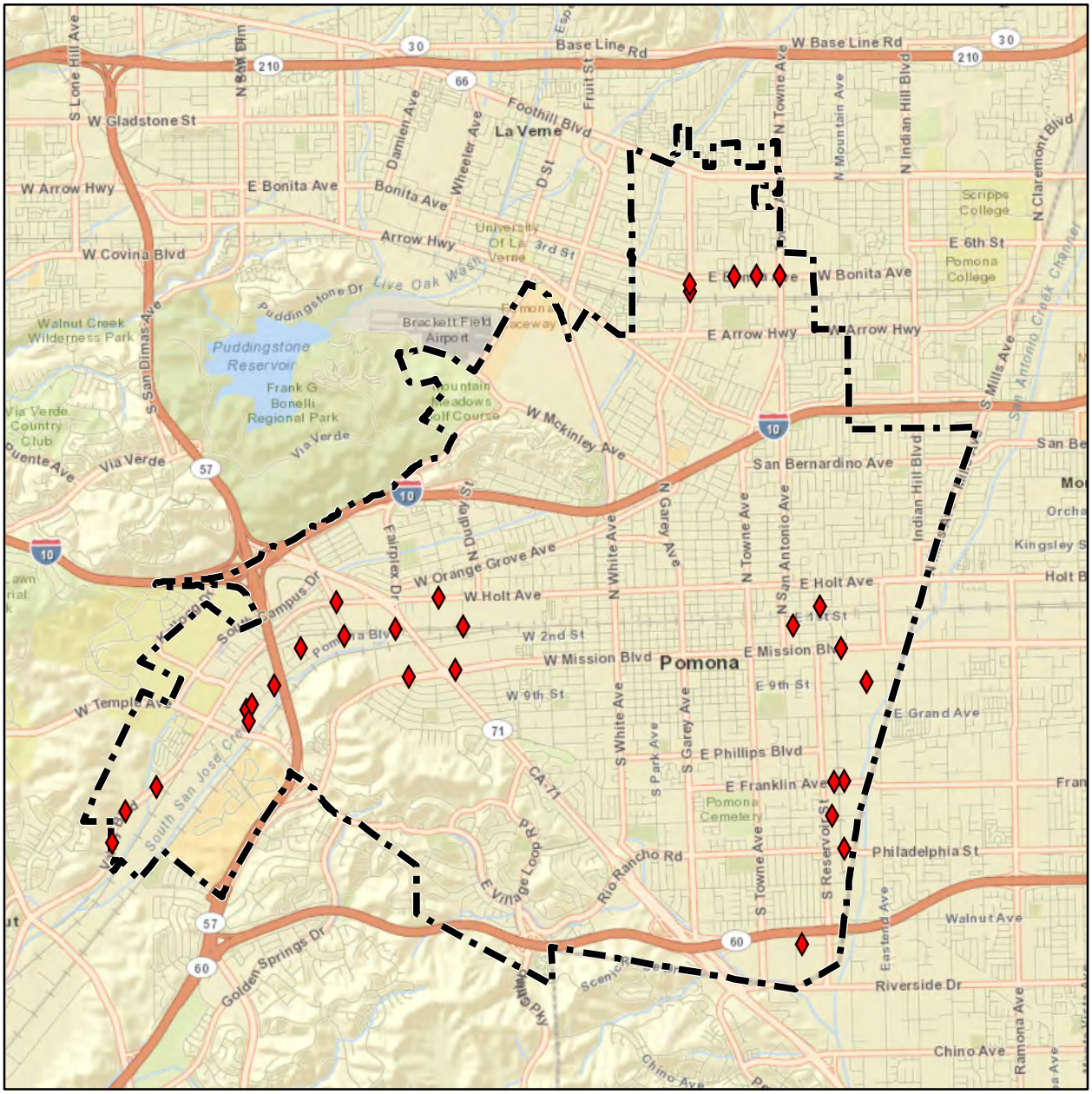
Table 4.6-1 CERCLIS Sites in the Pomona Area

Facility Name	*Facility Address*	*EPA ID*	*Status*
Future Technology	111 Mercury Circle	CAD982493033	Not on NPL
Naval Industrial Reserve Ordnance Plant	Approximately 160 acres within Pomona/Mission Boulevard area	CA6170090603	Not on NPL
Pacific Polishing	957-963 East Mission Boulevard	CAD981375298	Not on NPL
Phillips Ranch Disposal	Rio Rancho Road, Corona Expressway, Pomona Freeway	CASFN0905473	Not on NPL
Pomona Plating	2520 Pomona Boulevard	CAD981975139	Not on NPL
Southwest Photochemical	350 Electra Street	CASFN0905496	Not on NPL
Titech International	4000 West Valley Boulevard	CAD982504417	Not on NPL

SOURCE: http://cumulis.epa.gov/supercpad/cursites/srchsites.cfm, October 2012

Toxic Release Inventory

The Toxics Release Inventory (TRI) is an EPA database that contains information on toxic chemical releases and other waste management activities reported annually by certain industry groups as well as Federal facilities. TRI sites are known to release toxic chemicals into the air. The EPA closely monitors the emissions from these facilities to ensure that their annual limits are not exceeded. TRI reports provide accurate information about potentially hazardous chemicals and their uses to the public in an attempt to give communities more power to hold companies accountable for their actions and to make informed decisions about how such chemicals should be managed. The TRI database lists 30 facilities in Pomona. As shown in Figure 4.6-2, these facilities are clustered in industrial areas along rail corridors in the western, southeastern, and northern areas of Pomona.



Imagery provided by ESRI and its licensors © 2012. Additional data from Environmental Protection Agency. Toxic Release Search in Envirofacts. http://www.lepa.gov/enviro/facts/tri/search.html. Accessed July 2012.

City Boundary

Toxic Release Inventory Facility

N

0 0.625 1.25

Miles

Toxic Release Inventory Facilities

Figure 4.6-2

Hazardous Waste Generators

Many types of businesses can be producers of hazardous waste. Small businesses such as dry cleaners, auto repair shops, medical facilities or hospitals, photo processing centers, and metal-plating shops are usually generators of small quantities of hazardous waste. Generally, small-quantity generators are facilities that produce between 100 and 1,000 kilograms (kg) of hazardous waste per month (approximately equivalent to between 220 and 2,200 pounds, or between 27 and 275 gallons). Larger businesses such as chemical manufacturers, large electroplating facilities, and petroleum refineries, can generate large quantities of hazardous waste. The U.S. EPA defines a large-quantity generator as a facility that produces over 1,000 kg (2,200 pounds or about 275 gallons) of hazardous waste per month. Both small and large quantity generators are fully regulated under the Resources Conservation and Recovery Act of 1976 (RCRA), described below under "Regulatory Framework".

Leaking Underground Storage Tanks

Leaking underground storage tanks (LUSTs) are one of the greatest environmental concerns of the past several decades. According to data from the State Water Resources Control Board, 152 underground storage tank leaks have been reported in the Pomona area. The status of 113 of these sites is "completed-case closed", which means that a closure letter or other formal closure decision document has been issued for the site. The other 39 cases are still open and in various stages of assessment, remediation, or monitoring (State Water Resources Control Board, October 2012). However, several of the cases may be further along in the assessment and remediation process than the list indicates, and some of the cases may already be closed. The Los Angeles County Environmental Health Department provides oversight and conducts inspections of all underground tank removals and installation of new tanks.

Safety Hazards

Urban Fires

Many factors contribute to an area being at risk of structural fires in terms of local fire departments' capabilities to control them, including the construction size and type, built-in protection, density of construction, street widths, and occupancy size. The city's daytime population levels may also add to the congestion and difficulty of ingress and egress of emergency response vehicles.

Many of the structures in the older portions of the city, some dating back to the 1930s, are susceptible to urban fires. These areas were built according to older building standards and fire codes, with no internal sprinklers and other fire safety systems in place, and made from non-fire-resistive construction materials.

In addition, geography is a factor for fire safety issues in the city. Parts of the city include hilly terrain, dry weather conditions, and plant cover that are susceptible to wildland fires. The terrain in the northern and southwest portions of the city can cause flames to spread quickly. The Santa Ana winds deliver hot, dry desert air to the region in the summer and fall months, increasing the possibility of wildland fires.

Wildland Fires

In California, the Department of Forestry and Fire Protection (CDF) works in cooperation with the Governor's Office of Emergency Services (OES), as well as neighboring state governments through a network of mutual aid agreements to fight wildland fires. CDF is also a dedicated firefighting partner to the federal government, with experience contributing to firefighting efforts on the 45 million acres of federal lands in California. CDF is the largest multipurpose fire protection agency in the United States, responsible for wildland fire protection of over 31 million acres of California's privately owned watershed lands, as well as services in 36 counties via contracts with local governments. CDF responds to over 5,600 wildland fires each year. CDF commands a force of approximately 4,700 full-time fire professionals, 3,100 seasonal personnel, and approximately 8,200 volunteers. In addition to its 1,095 fire engines, CDF maintains a significant fleet of aircraft that includes twenty-three air tankers, 14 air attack planes, and 11 helicopters.

Fire risk in southern California is determined by a number of factors, including drought, the availability and type of fuels, the Santa Ana Winds, and development in the wildland-urban interface. The area is characterized by a Mediterranean climate of hot, dry summers and mild wet winters. As with much of the West, the region has seen significantly below average rainfall in recent years, leaving parched brush and trees extremely dry and fire prone.

Parts of Pomona are susceptible to wildland fires because of their hilly terrain, dry weather conditions, and the nature of their plant cover. The terrain in the northern and southwestern portion of the city can allow the quick spread of flames during fires. In general, the late summer and fall months are the critical times of the year when wildland fires could occur, as the Santa Ana winds deliver hot, dry desert air into the region. The Grand Prix fire, the nearest of the devastating California wildfires of October 2003 that scorched over 750,000 acres in San Bernardino, Riverside, Ventura, San Diego, and Los Angeles counties, burned 52,000 acres in the San Bernardino National Forest and required evacuation of 5,000 residents in the cities of Upland, Rancho Cucamonga, La Verne, Upland, and Claremont, communities to the north and east of Pomona. There have been no major wildland fires within the city of Pomona within the last 15 years.

Emergency Medical and Other Services

Emergency medical services (EMS), a major activity of the Los Angeles County Fire Department (LACoFD), were established in 1969. All firefighters employed by the LACoFD are certified as Emergency Medical Technicians (EMT-1). This service allows paramedics to go straight to a medical call and, if necessary, implement advance life support. Aside from EMS provided by the LACoFD, there is also a private ambulance service in the city.

In addition to fire, medical and environmental emergency services, the LACoFD has Lifeguard, Forestry, and Hazardous Materials Divisions. The LACoFD is also responsible for building and business inspections, site plan review, and construction inspections.

Aircraft Accidents

There are no existing public or private airstrips within the city. However, parts of the city are within the airport land use plan of Brackett Field, a public use airport operated by Los Angeles County and located in the city of La Verne, adjacent to Fairplex and Pomona's northwestern city limits. The Runway Protection Zone (RPZ) of Brackett Field extends into Pomona in the Fairplex area. The RPZ is an area at ground level that provides for the unobstructed passage of landing aircraft through the above airspace. This zone is the most critical safety area under the approach pad and should be kept free of all obstructions (Los Angeles County Airport Land Use Commission, December 1991). The Los Angeles County Department of Regional Planning began preparation of an Airport Land Use Compatibility Plan (ALUCP) for Brackett Field in November 2012 which will take approximately one year to complete. The Brackett Field ALUCP will set forth land use compatibility policies applicable to future development in the vicinity of the Airport. The policies will be designed to ensure that future land uses in the surrounding area will be compatible with potential long-range aircraft activities at the airport, and that the public's exposure to safety hazards are minimized.

The next closest airport is Cable Airport, a privately-owned, public use airport located in the city of Upland, approximately 2.3 miles from Pomona's northeastern city limits.

Emergency Response

The California Emergency Services Act provides the basic authorities for conducting emergency operations following the proclamations of emergencies by the Governor or other local authority. All local emergency plans are considered extensions of the California Emergency Plan, but the adoption of SEMS (see below) does not alter existing mutual aid systems. Pomona is located within Region I, the Southern Administrative Region, of the six mutual aid regions that exist within California. Region I is divided into two regions for Law Enforcement Mutual Aid—Region I and Region IA.

Standardized Emergency Management System

The Standardized Emergency Management System (SEMS) Multihazard Functional Plan (MHFP) addresses Pomona's planned response to extraordinary emergency situations associated with natural disasters, technological incidents, and national security emergencies. The operational concepts reflected in the SEMS MHFP focus on potential large-scale disasters that can generate unique situations requiring unusual emergency responses. The intent of the SEMS law is to improve the coordination of state and local emergency response in California. It requires all jurisdictions within California to participate in the establishment of a standardized statewide emergency management system.

In an emergency, governmental response is an extension of responsibility and action, coupled with normal day-to-day activity. Normal governmental duties will be maintained with emergency operations carried out by those agencies assigned specific emergency functions. The SEMS has been adopted by the City of Pomona for managing response to multi-agency and multi-jurisdiction emergencies and to facilitate communications and coordination between all levels of the system and among all responding

agencies. Chapter 1 of Division 2 of Title 19 of the California Code of Regulations established the standard response structure and basic protocols to be used in emergency response and recovery.[1]

Fully activated, the SEMS consists of five levels:[2]

- **Field Response**—Consists of emergency response personnel and resources, under the command of an appropriate authority, and carries out tactical decisions and activities in direct response to an incident or threat.
- **Local Government**—Includes cities, counties, and special districts. Local governments manage and coordinate the overall emergency response and recovery activities with their jurisdiction and are required to use SEMS when their emergency operations center is activated or a local emergency is proclaimed in order to be eligible for state funding of response-related personnel costs.
- **Operational Area**—An intermediate level of the state's emergency services organization consisting of a county and all political subdivisions within the county area. Political subdivisions include cities, a city and county, counties, district, or other local governmental agency, or public agency as authorized by law.
- **Mutual Aid Regions**—Provides for the more effective application and coordination of mutual aid and other emergency related activities. The state is divided into six mutual aid regions.
- **State Government**—Manages state resources in response to the emergency needs of the other levels and coordinates mutual aid among the mutual aid regions and between the regional level and state level. The state level also serves as the coordination and communication link between the state and the federal disaster response system.

Natural Hazards Mitigation Plan

Pomona's Natural Hazards Mitigation Plan (NHMP) addresses natural hazards, risks and mitigation actions for the entire city. Adopted in 2004, the NHMP is a response to the federal Disaster Mitigation Act of 2000 (DMA 2000), which establishes a framework for proactive local planning for natural hazard mitigation. This law requires that every local, county and state government:

- Conduct an assessment of the natural hazards that pose a threat to the jurisdiction;
- Determine the potential financial impact of these hazards;
- Create a plan to mitigate these hazards; and
- Implement the Plan to reduce the impacts of natural disasters.

The preparation and adoption of such a Plan is required to be eligible for funding from the Federal Emergency Management Agency (FEMA).

The NHMP includes a review of crucial facilities in the case of an emergency, the facilities and developments most vulnerable to natural hazards and the main risks facing the city. These hazards include earthquakes (groundshaking, liquefaction and earthquake-induced landslides), landslides, wildfires, flooding and windstorms. For each of these possible events, the NHMP prioritizes risks and vulnerabilities and proposes mitigation actions.

[1] City of Pomona Emergency Operations Plan. April 18, 2011.
[2] Ibid.

National Incident Management System (NIMS) Implementation

Presidential Directive HSPD 5 identifies steps for improved coordination in response to incidents and requires a National Response Plan (NRP) and a National Incident Management System (NIMS). NIMS is a comprehensive, national approach to incident management developed to improve the coordination of federal, state and local emergency response nationwide. The State of California's NIMS Advisory Committee issued "California Implementation Guidelines for the National Incident Management System" to assist local governments and other entities to incorporate NIMS into already existing programs, plans, training and exercises. Pomona is following this document to ensure compliance with NIMS.

Mutual Aid Agreements

The foundation of California's emergency planning and response is a statewide mutual aid system which is designed to ensure that adequate resources, facilities, and other support is provided to jurisdictions whenever their own resources prove to be inadequate to cope with a given situation.

The California Disaster and Civil Defense Master Mutual Aid Agreement (California Government Code Sections 8555–8561) requires signatories to the agreement to prepare operational plans to use within their jurisdiction, and outside their area. These plans include fire and non-fire emergencies related to natural, technological, and war contingencies. The State of California, all state agencies, all political subdivisions, and all fire districts signed this agreement in 1950.[3]

Section 8568 of the California Government Code, the "California Emergency Services Act," states that "the State Emergency Plan shall be in effect in each political subdivision of the state, and the governing body of each political subdivision shall take such action as may be necessary to carry out the provisions thereof." The Act provides the basic authorities for conducting emergency operations following the proclamations of emergencies by the Governor or appropriate local authority, such as a City Manager. The provisions of the act are further reflected and expanded on by appropriate local emergency ordinances. The Act further describes the function and operations of government at all levels during extraordinary emergencies, including war.[4] Therefore, local emergency plans are considered extensions of the California Emergency Plan.

The adoption of SEMS does not alter existing mutual aid systems. These systems work through local government, operational area, regional and state levels consistent with SEMS.

As discussed, six mutual aid regions exist in the State of California, each region consisting of counties designated by the State Office of Emergency Services. Pomona is within Region I, which is further divided into two regions for Law Enforcement Mutual Aid – Region I and Region IA. Region I is the Southern Administrative Region.[5]

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[3] City of Pomona Emergency Operations Plan. 2011.
[4] California's Office of Emergency Services. 2006. California Emergency Services Act. Website: http://hazardmitigation.calema.ca.gov/docs/ESA-all8-06-final.pdf
[5] City of Pomona Emergency Operations Plan. 2011.

4.6.2 Regulatory Framework

Several federal agencies regulate hazardous materials. These include the U.S. EPA, the Occupational Safety and Health Administration (OSHA), and the United States Department of Transportation (DOT). Applicable federal regulations are contained primarily in Titles 10, 29, 40, and 49 of the Code of Federal Regulations (CFR). In particular, Title 49 of the CFR governs the manufacture of packaging and transport containers, packing and repacking, labeling, and the marking of hazardous material transport. Some of the major federal laws and issue areas include the following statutes (and regulations promulgated thereunder):

- Resources Conservation and Recovery Act (RCRA)—hazardous waste management
- Hazardous and Solid Waste Amendments Act (HSWA)—hazardous waste management
- Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA)—cleanup of contamination
- Superfund Amendments and Reauthorization Act (SARA)—cleanup of contamination
- Emergency Planning and Community Right-to-Know (SARA Title III)—business inventories and emergency response planning

The U.S. EPA is the primary federal agency responsible for the implementation and enforcement of hazardous materials regulations. In most cases, enforcement of environmental laws and regulations established at the federal level is delegated to state and local environmental regulatory agencies. In addition, with respect to emergency planning, FEMA is responsible for ensuring the establishment and development of policies and programs for emergency management at the federal, state, and local levels. This includes the development of a national capability to mitigate against, prepare for, respond to and recover from a full range of emergencies. The goal of the federal Resource Conservation Recovery Act (RCRA), passed in 1976, is to assure adequate tracking of hazardous materials from generation to disposal. California Fire Codes (CFC) Articles 79, 80 et al., which augment RCRA, are the primary regulatory guidelines used by cities to govern the storage and use of hazardous materials. The CFC also serves as the principal enforcement document from which corresponding violations are determined.

Primary state agencies with jurisdiction over hazardous chemical materials management are the Department of Toxic Substances Control (DTSC) and the Regional Water Quality Control Board (RWQCB). Other state agencies involved in hazardous materials management are the Department of Industrial Relations (State OSHA implementation), Office of Emergency Services (OES—California Accidental Release Prevention implementation), Department of Fish and Wildlife (DFW), Air Resources Board (ARB), California Department of Transportation (Caltrans), State Office of Environmental Health Hazard Assessment (OEHHA—Proposition 65 implementation) and California Integrated Waste Management Board (CIWMB). The enforcement agencies for hazardous materials transportation regulations are the California Highway Patrol (CHP) and Caltrans. Hazardous materials and waste transporters are responsible for complying with all applicable packaging, labeling, and shipping regulations.

Hazardous chemical and biohazardous materials management laws in California include the following statutes (and regulations promulgated thereunder):

- *Hazardous Materials Management Act*—business plan reporting

- *Hazardous Waste Control Act*—hazardous waste management
- *Safe Drinking Water and Toxic Enforcement Act of 1986* (Proposition 65)—releases of and exposure to carcinogenic chemicals
- *Hazardous Substances Act*—cleanup of contamination
- *Tanner Act* - hazardous waste management planning and facility siting
- Hazardous Materials Storage and Emergency Response
- *California Medical Waste Management Act*—medical and biohazardous wastes

State regulations and agencies pertaining to hazardous materials management and worker safety that are applicable to the city and proposed General Plan Update and Corridors Specific Plan are described below.

California Environmental Protection Agency

The California EPA (CalEPA) has broad jurisdiction over hazardous materials management in the state. Within CalEPA, the DTSC has primary regulatory responsibility for hazardous waste management and cleanup. Enforcement of regulations has been delegated to local jurisdictions that enter into agreements with DTSC for the generation, transport, and disposal of hazardous materials under the authority of the Hazardous Waste Control Act.

Along with the DTSC, the RWQCB is responsible for implementing regulations pertaining to management of soil and groundwater investigation and cleanup. RWQCB regulations are contained in Title 27 of the California Code of Regulations (CCR). Additional state regulations applicable to hazardous materials are contained in Title 22 of the CCR. Title 26 of the CCR is a compilation of those sections or titles of the CCR that are applicable to hazardous materials.

Department of Toxic Substances Control

RCRA (of 1976) is the principal federal law that regulates the generation, management, and transportation of hazardous materials and other wastes.

The DTSC regulates hazardous waste in California primarily under the authority of the federal RCRA, and the California Health and Safety Code. Other laws that affect hazardous waste are specific to handling, storage, transportation, disposal, treatment, reduction, cleanup, and emergency planning. In addition, DTSC reviews and monitors legislation to ensure that the position reflects DTSC goals. From these laws, DTSC major program areas develop regulations and consistent program policies and procedures. The regulations spell out what those who handle hazardous waste must do to comply with the laws. Under RCRA, DTSC has the authority to implement permitting, inspection, compliance, and corrective action programs to ensure that people who manage hazardous waste follow state and federal requirements. As such, management of hazardous waste in the city would be under regulation by the DTSC to ensure compliance with state and federal requirements pertaining to hazardous waste.

California law provides the general framework for regulation of hazardous wastes by the Hazardous Waste Control Act passed in 1972. DTSC is the state's lead agency in implementing the Act. The Act provides for state regulation of existing hazardous waste facilities, which include "any structure, other appurtenances, and improvements on the land, used for treatment, transfer, storage, resource recovery,

disposal, or recycling of hazardous wastes," and requires permits for, and inspections of, facilities involved in generation and/or treatment, storage and disposal of hazardous wastes.

Tanner Act

Although there are numerous state policies dealing with hazardous waste materials, the most comprehensive is the *Tanner Act* (AB 2948), which was adopted in 1986. The *Tanner Act* governs the preparation of hazardous waste management plans and the siting of hazardous waste facilities in California. The Act also mandates that each county adopt a Hazardous Waste Management Plan. To be in compliance with the *Tanner Act*, local or regional hazardous waste management plans need to include provisions that define (1) the planning process for waste management, (2) the permit process for new and expanded facilities, and (3) the appeal process to the state available for certain local decisions.

Hazardous Materials Management Plans

In January 1996, CalEPA adopted regulations implementing a "Unified Hazardous Waste and Hazardous Materials Management Regulatory Program" (Unified Program). The six program elements of the Unified Program are hazardous waste generators and hazardous waste on-site treatment, underground storage tanks, above-ground storage tanks, hazardous material release response plans and inventories, risk management and prevention program, and Uniform Fire Code hazardous materials management plans and inventories. The program is implemented at the local level by a local agency—the Certified Unified Program Agency (CUPA). The CUPA is responsible for consolidating the administration of the six program elements within its jurisdiction. The CUPA that has jurisdiction in the city of Pomona is the Los Angeles County Fire Department (LACoFD).

State and federal laws require detailed planning to ensure that hazardous materials are properly handled, used, stored, and disposed of, and, in the event that such materials are accidentally released, to prevent or to mitigate injury to health or the environment. California's Hazardous Materials Release Response Plans and Inventory Law, sometimes called the "Business Plan Act," aims to minimize the potential for accidents involving hazardous materials and to facilitate an appropriate response to possible hazardous materials emergencies. The law requires businesses that use hazardous materials to provide inventories of those materials to designated emergency response agencies, to illustrate on a diagram where the materials are stored on site, to prepare an emergency response plan, and to train employees to use the materials safely.

California Accidental Release Prevention Program (CalARP)

The CalARP program (CCR Title 19, Division 2, Chapter 4.5) covers certain businesses that store or handle more than a certain volume of specific regulated substances at their facilities. The CalARP program regulations became effective on January 1, 1997, and include the provisions of the Federal Accidental Release Prevention program (Title 40, CFR Part 68) with certain additions specific to Calfiornia pursuant to Article 2, Chapter 6.95, of the Health and Safety Code.

The list of regulated substances is found in Article 8, Section 2770.5 of the CalARP program regulations. The businesses that use a regulated substance above the noted threshold quantity must implement an accidental release prevention program, and some may be required to complete a Risk Management Plan

(RMP). An RMP is a detailed engineering analysis of the potential accident factors present at a business and the mitigation measures that can be implemented to reduce this accident potential. The purpose of a RMP is to decrease the risk of an off-site release of a regulated substance that might harm the surrounding environment and community. An RMP includes the following components: safety information, hazard review, operating procedures, training, maintenance, compliance audits, and incident investigation. The RMP must consider the proximity to sensitive populations located in schools, residential areas, general acute care hospitals, long-term health care facilities, and child day-care facilities, and must also consider external events such as seismic activity.

Worker and Workplace Hazardous Materials Safety

Occupational safety standards exist in federal and state laws to minimize worker safety risks from both physical and chemical hazards in the workplace. The California Division of Occupational Safety and Health (Cal/OSHA) is responsible for developing and enforcing workplace safety standards and assuring worker safety in the handling and use of hazardous materials. Among other requirements, Cal/OSHA obligates many businesses to prepare Injury and Illness Prevention Plans and Chemical Hygiene Plans. The Hazard Communication Standard requires that workers be informed of the hazards associated with the materials they handle. For example, manufacturers are to appropriately label containers, Material Safety Data Sheets are to be available in the workplace, and employers are to properly train workers.

Hazardous Materials Transportation

The CHP and Caltrans are the enforcement agencies for hazardous materials transportation regulations. Transporters of hazardous materials and waste are responsible for complying with all applicable packaging, labeling, and shipping regulations. The Office of Emergency Services (OES) also provides emergency response services involving hazardous materials incidents.

Investigation and Cleanup of Contaminated Sites

The oversight of hazardous materials release sites often involves several different agencies that may have overlapping authority and jurisdiction. The DTSC and RWQCB are the two primary state agencies responsible for issues pertaining to hazardous materials release sites. Air quality issues related to remediation and construction at contaminated sites are also subject to federal and state laws as well as regulations that are administered at the local level.

Investigation and remediation activities that would involve potential disturbance or release of hazardous materials must comply with applicable federal, state, and local hazardous materials laws and regulations. DTSC has developed standards for the investigation of sites where hazardous materials contamination has been identified or could exist based on current or past uses. The standards identify approaches to determine if a release of hazardous wastes/substances exists at a site and delineates the general extent of contamination; estimates the potential threat to public health and/or the environment from the release and provides an indicator of relative risk; determines if an expedited response action is require to reduce an existing or potential threat; and completes preliminary project scoping activities to determine data gaps and identifies possible remedial action strategies to form the basis for development of a site strategy.

Siting of Schools

The California Education Code (Section 17210 *et seq.*) outlines the requirements of siting school facilities near or on known or suspected hazardous materials sites, or near facilities that emit hazardous air emissions, handle hazardous or acutely hazardous materials, substances, or waste. The code requires that, prior to commencing the acquisition of property for a new school site, an environmental site investigation be completed to determine the health and safety risks (if any) associated with a site. Recent legislation and changes to the Education Code identify the role of DTSC in the assessment, investigation, and cleanup of proposed school sites. All proposed school sites that will receive state funding for acquisition and/or construction must go through a comprehensive investigation and cleanup process under DTSC oversight. DTSC is required to be involved in the environmental review process to ensure that selected properties are free of contamination, or if the property is contaminated, that it is cleaned up to a level that is protective of students and faculty who will occupy the new school. All proposed school sites must be suitable for residential land use, which is DTSC's most protective standard for children.

Pomona Municipal Code

Chapter 14 (Emergency Management and Emergency Services) provides for the establishment of a city disaster council, whose responsibility is to recommend for City Council adoption emergency and mutual aid plans and agreements and such ordinances and resolutions and rules and regulations as are necessary to implement such plans and agreements. The purpose is to provide for the preparation and carrying out of plans for the protection of persons and property within the city in an emergency, the direction of the emergency organization, and the coordination of the emergency functions of the City with all other public agencies, corporations, organizations, and affected private persons.

4.6.3 Thresholds of Significance

The following thresholds of significance are based on Appendix G to the *State CEQA Guidelines*. For purposes of this EIR, implementation of the proposed project may have a significant adverse impact if it would do any of the following:

- Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials;
- Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment;
- Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school;
- Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would create a significant hazard to the public or the environment;
- For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, result in a safety hazard for people residing or working in the project area;
- For a project within the vicinity of a private airstrip, result in a safety hazard for people residing or working in the project area;
- Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan; or

- Expose people or structures to a significant risk of loss, injury, or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands.

4.6.4 Project Impacts and Mitigation

Analytic Method

The analysis in this section focuses on the use, disposal, transport, or management of hazardous or potentially hazardous materials resulting from development or redevelopment envisioned under the General Plan Update or Corridors Specific Plan. Disposal options, the probability for risk of upset, and the severity of consequences to people or property associated with the increased use, handling, transport, and/or disposal of hazardous materials associated with implementation of the General Plan Update and Corridors Specific Plan are also analyzed. The risks from development in the identified focus areas relative to the location of known contaminated sites are analyzed. Construction impacts would generally result from demolition of existing (usually older) structures, as well as from disturbance of contaminated soils. Operational impacts would generally be associated with types of uses proposed and the materials that operation of these uses entails.

In determining the level of significance, the analysis assumes that any development under the General Plan Update and Corridors Specific Plan would comply with relevant federal and state laws and regulations, as well as the *Pomona Municipal Code*.

Project Impacts

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

Impact 4.6-1 **Implementation of the proposed General Plan Update and Corridors Specific Plan could result in an increase in the overall routine transport, use, storage, and disposal of hazardous materials within the city. However, compliance by new development with applicable regulations related to the handling and storage of hazardous materials would minimize the risk of the public's potential exposure to these substances. Impacts would be Class III, *less than significant*.**

Citywide changes would occur in the mixed-use, commercial, office, business park, industrial and residential land use categories under the General Plan Update and Corridors Specific Plan. In an urban city such as Pomona, residential and commercial or industrial uses reside relatively close to each another or often co-exist. Implementation of the General Plan Update would facilitate development in the city, including conversion of uses in response to market demand, and more intense use of land in defined focus areas. These focus areas do not reflect the majority of land area in Pomona, as most of the city is composed of stable residential, commercial, and industrial areas that will not change substantially as the new General Plan Update is implemented over the next 20 years. Thirteen focus areas have been

identified as those with the highest potential for change over the planning period. These focus areas are identified in Table 2-5 of Chapter 2 (*Project Description*).

Overall, the development/redevelopment envisioned for the focus areas concentrates on mixed use and transit-oriented development. As shown in Table 2-5, the total number of allowed residential units would increase by an estimated 7,817 units from approximately 689 existing units to approximately 8,506 units at buildout (more than a ten-fold increase), and total nonresidential development would increase by 1.62 million sf from approximately 5,992 square feet of existing nonresidential development to approximately 7,609 square feet of non-residential development at buildout (an increase of more than 25 percent). The amount of mixed use development may also increase under the proposed General Plan Update, including various mixtures of industrial uses, regional commercial uses, and community commercial uses with residential uses. While some existing industrial uses would continue to exist in Pomona, and new industrial uses may be developed, the proposed General Plan Update calls for an overall reduction in citywide industrial uses over the next 20 years as some industrial uses are converted to other uses such as housing, offices, and lodging in buildings with residentially compatible physical characteristics.

The introduction of new mixed use, commercial, and industrial uses in the city (predominantly within the focus areas) may result in the use of hazardous materials and/or the generation of hazardous materials. While there is a possibility that the new commercial and industrial uses that are proposed within the above-mentioned areas could transport, use, store, or dispose of hazardous materials, specific development projects are not associated with the proposed General Plan Update, and it is impossible to quantify the potential future amount of hazardous materials. However, with additional development, an increase in the potential for hazards associated with hazardous materials and waste would likely occur. In addition, the mixed-use character of much of the proposed development in the focus areas could place persons in closer proximity to handling, use, storage, disposal, or transport of hazardous materials. This is especially true in areas where new residential development could be introduced in areas in close proximity to existing and/or future industrial and commercial development, such as the Downtown; the proposed Transit Oriented Districts and Activity Centers outside the Downtown; and areas designated Urban Neighborhood and Workplace District Edge near the rail corridor between Holt Avenue/Valley Boulevard in southern and western Pomona and the rail corridor between Bonita Avenue and Arrow Highway in northern Pomona. The following analysis provides generalized information on the potential for hazards through the routine transport, use, storage, or disposal of hazardous materials associated with future commercial and industrial uses in these focus areas.

Exposure of persons to hazardous materials could occur in the following ways: improper handling or use of hazardous materials or hazardous wastes during construction or operation of future developments, particularly by untrained personnel; transportation accident; environmentally unsound disposal methods; or fire, explosion or other emergencies. The types and amounts of hazardous materials would vary according to the nature of the activity. In some cases, it is the type of material that is potentially hazardous; in others, it is the amount of material that could present a hazard.

Whether a person exposed to a hazardous substance would suffer adverse health effects depends upon a complex interaction of factors that determine the effects of exposure to hazardous materials: the exposure pathway (the route by which a hazardous material enters the body); the amount of material to which the person is exposed; the physical form (e.g., liquid, vapor) and characteristics (e.g., toxicity) of

the material; the frequency and duration of exposure; and the individual's unique biological characteristics such as age, gender, weight, and general health. Adverse health effects from exposure to hazardous materials may be short-term (acute) or long-term (chronic). Acute effects can include damage to organs or systems in the body and possibly death. Chronic effects, which may result from long-term exposure to a hazardous material, can also include organ or systemic damage, but chronic effects of particular concern include birth defects, genetic damage, and cancer. Existing hazardous materials regulations were established at the state level to ensure compliance with federal regulations in order to reduce the risk to human health and the environment from the routine use of hazardous substances.

Although the overall quantity of hazardous materials and waste generated in the city could increase as a result of implementation of the proposed General Plan Update and Corridors Specific Plan, all new developments that handle or use hazardous materials would be required to comply with the regulations, standards, and guidelines established by the EPA, State, Los Angeles County, and City of Pomona related to storage, use, and disposal of hazardous materials.

Both the federal and state governments require all businesses that handle more than a specified amount of hazardous materials to submit a business plan to a regulating agency. Specifically, any new business that meets the specified criteria must submit a full hazardous materials disclosure report that includes an inventory of the hazardous materials generated, used, stored, handled, or emitted; and emergency response plans and procedures to be used in the event of a significant or threatened significant release of a hazardous material. The plan needs to identify the procedures to follow for immediate notification to all appropriate agencies and personnel in the event of a release, identification of local emergency medical assistance appropriate for potential accident scenarios, contact information for all company emergency coordinators of the business, a listing and location of emergency equipment at the business, an evacuation plan, and a training program for business personnel. Battalion 15 of the LACoFD, which serves as Pomona's Fire Department, conducts yearly inspections of all such businesses to confirm that their business plan is in order and up to date.

The Noise & Safety Component of the proposed General Plan Update also includes a variety of policies to reduce the potential exposure of people and the environment to hazardous materials. For example, Policy 7G.P37 requires remediation and cleanup, and evaluation of risk prior to reuse, in identified areas where hazardous materials and petroleum products have impacted soil or groundwater; Policy 7G.P38 requires that hazardous materials used in business and industry are transported, handled and stored in accordance with applicable local regulations, and Policy 7G.P40 is aimed at generating and supporting public awareness and participation in household waste management, control and recycling through county programs, including the Los Angeles County Household Hazardous Waste and Electronic Waste Management Program. These and other proposed policies would ensure that risks from routine use, transport, handling, storage, and disposal of hazardous materials would be minimized. Oversight by the appropriate federal, State, and local agencies and compliance by new development with applicable regulations related to the handling and storage of hazardous materials would minimize the risk of the public's potential exposure to these substances. Therefore, this impact would be **less than significant**.

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

Impact 4.6-2 **Construction activities associated with implementation of the proposed General Plan Update and Corridors Specific Plan could result in the release of hazardous materials to the environment through reasonably foreseeable upset and accident conditions. However, compliance with existing regulations and proposed General Plan Update policies would minimize the risk of exposure to these substances. Impacts would be Class III, *less than significant*.**

As implementation of the proposed General Plan Update and Corridors Specific Plan would primarily result in urban infill and redevelopment and intensification of development in specific focus areas within the city, existing structures may need to be demolished prior to the construction of new buildings. Demolition of existing structures in the city could result in exposure of construction personnel and the public to hazardous substances such as asbestos or lead-based paints. In addition, the disturbance of soils and the demolition of existing structures could result in the exposure of construction workers or employees to health or safety risks if contaminated structures and/or soils are encountered during construction or maintenance activities. Exposure to contaminated structures or soil could occur from any of the following:

- Possible asbestos-containing materials and lead-based paints associated with existing on-site structures, pipes, and/or debris; and
- Unknown contaminants that have not previously been identified.

Exposure to hazardous materials during construction activities could occur through any of the following:

- Direct dermal contact with hazardous materials;
- Incidental ingestion of hazardous materials (usually due to improper hygiene, when workers fail to wash their hands before eating, drinking, or smoking); and
- Inhalation of airborne dust released from dried hazardous materials.

Lead and Asbestos

Federal and state regulations govern the renovation and demolition of structures where materials containing lead and asbestos are present. These requirements include: SCAQMD Rules and Regulations pertaining to asbestos abatement (including Rule 1403), Construction Safety Orders 1529 (pertaining to asbestos) and 1532.1 (pertaining to lead) from Title 8 of the California Code of Regulations, Part 61, Subpart M of the Code of Federal Regulations (pertaining to asbestos), and lead exposure guidelines provided by the U.S. Department of Housing and Urban Development (HUD). Asbestos and lead abatement must be performed and monitored by contractors with appropriate certifications from the State Department of Health Services. In addition, Cal/OSHA has regulations concerning the use of hazardous materials, including requirements for safety training, availability of safety equipment, hazardous materials exposure warnings, and emergency action and fire prevention plan preparation. Cal/OSHA enforces the hazard communication program regulations, which include provisions for identifying and labeling hazardous materials, describing the hazards of chemicals, and documenting employee-training programs. All demolition that could result in the release of lead and/or asbestos must be conducted according to Cal/OSHA standards. Adherence to existing regulations, which require appropriate testing and abatement actions for hazardous materials, would minimize exposure to lead asbestos during construction activities.

Soil and Groundwater Contamination

Unknown Contaminated Sites

Aside from the potential release of hazardous materials from demolition of existing structures within the city, grading and excavation of sites for future development in the city resulting from implementation of the proposed General Plan Update and Corridors Specific Plan may also expose construction workers and the public to potentially unknown hazardous substances present in the soil or groundwater. If any unidentified sources of contamination are encountered during grading or excavation, the removal activities required could pose health and safety risks such as the exposure of workers, materials handling personnel, and the public to hazardous materials or vapors. Such contamination could cause various short-term or long-term adverse health effects in persons exposed to the hazardous substances.

In order to address the potential for encountering unidentified contamination within the city, Policy 7G.P37 of the proposed General Plan Update would require remediation and cleanup, and evaluation of risk prior to reuse, in identified areas where hazardous materials and petroleum products have impacted soil or groundwater. This would reduce the risk of exposure to hazardous materials through contact with contaminated soils, surface water or groundwater resources by implementing remediation efforts to any resources adversely impacted by urban activities.

Known Contaminated Sites

Potential hazards to construction workers and the public could also result from construction activities on existing land uses that are known to be contaminated. Existing sites that may potentially contain hazardous land uses in the city include brownfields (e.g. Bonita/Xerox site), landfills, and large and small-quantity generators of hazardous waste. As noted previously, over 190 sites containing or potentially containing hazardous materials contamination are located within Pomona. These sites include leaking underground storage tanks (LUST), and other hazardous materials sites that are listed by the California Department of Toxic Substances Control (DTSC). There are seven identified sites within the city that are listed in the CERCLIS database and 30 facilities reported on the toxic release inventory (TRI), which the EPA monitors closely to reduce the potential of future emissions at concentrations above the acceptable limits. As discussed previously, these sites represent potential health hazards, and have experienced contamination from the release of hazardous substances. The distribution of contaminated sites (Figure 4.6-1) indicates that hazardous materials are predominantly located along major industrial and commercial corridors in Pomona, which is where the majority of development in the city is expected to occur under the proposed General Plan Update. However, any new development occurring on these documented hazardous materials sites would have to be preceded by remediation and cleanup under the supervision of the California Department of Toxic Substance Control (DTSC) before construction activities could begin.

It is also possible that underground storage tanks (USTs) that were in use prior to permitting and record keeping requirements may be present in the city. If an unidentified UST were uncovered or disturbed during construction activities, it would be closed in place or removed. Removal activities could pose both health and safety risks, such as the exposure of workers, tank handling personnel, and the public to tank contents or vapors. Potential risks, if any, posed by USTs would be minimized by managing the tank

according to existing Los Angeles County standards as enforced and monitored by the Department of Environmental Health. The extent to which groundwater may be affected, if at all, depends on the type of contaminant, the amount released, and depth to groundwater at the time of the release. If groundwater contamination is identified, remediation activities would be required by the RWQCB prior to the commencement of any new construction activities.

As previously noted, Policy 7G.P37 of the proposed General Plan Update would require remediation and cleanup, and evaluation of risk prior to reuse, in identified areas where hazardous materials and petroleum products have impacted soil or groundwater. If contamination exceeds regulatory action levels, the developer would be required to undertake remediation procedures prior to grading and development under the supervision of the County Environmental Health Division, County Department of Toxic Substances Control, or RWQCB (depending upon the nature of any identified contamination).

As described above, while specific development projects are not associated with approval of the proposed General Plan Update, it is assumed that older buildings could be demolished as uses are redeveloped according to the land use plan. With that activity, construction workers and nearby residents and/or workers could potentially be exposed to airborne lead-based paint dust, asbestos fibers, and/or other contaminants. In addition, there is the possibility that future development may uncover previously undiscovered soil contamination as well as result in the release of potential contaminants that may be present in building materials (e.g., mold, lead, etc.). However, compliance with existing state and local regulations as well as General Plan Update Policy 7G.P37 would reduce impacts to **less than significant**.

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

Impact 4.6-3 **Operation of future land uses that could be developed under the proposed General Plan Update and Corridors Specific Plan could create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment. Compliance with all applicable federal and state laws related to the transportation, storage and handling of hazardous materials, would reduce the likelihood and severity of accidents associated with the use of hazardous materials. Impacts would be Class III, *less than significant*.**

The precise potential future increase in the amount of hazardous materials transported within the Pomona area as a result of implementation of the proposed General Plan Update cannot be predicted because specific development projects are not identified in the General Plan Update. The following discussion focuses on the potential nature and magnitude of risks associated with the accidental release of hazardous materials often used during operations of typical retail-commercial development projects. As described below, compliance with all applicable federal and state laws related to the transportation, storage and handling of hazardous materials, would reduce the likelihood and severity of accidents associated with the use of hazardous materials, thereby ensuring that a **less than significant** impact would occur.

Off-Site Transportation of Hazardous Materials

The DOT Office of Hazardous Materials Safety prescribes strict regulations for the safe transportation of hazardous materials, as described in Title 49 of the *Code of Federal Regulations*, and implemented by Title 13 of the CCR.

The transportation of hazardous materials can result in accidental spills, leaks, toxic releases, fire, or explosion. It is possible that licensed vendors could bring some hazardous materials to and from new retail-commercial sites in the Pomona area as a result of the projects constructed pursuant to the proposed General Plan Update. However, appropriate documentation for all hazardous waste that is transported in connection with specific project-site activities would be provided as required for compliance with existing hazardous materials regulations codified in Titles 8, 22, and 26 of the California Code of Regulations, and their enabling legislation set forth in Chapter 6.95 of the *California Health and Safety Code*. In addition, specific project-site developers shall comply with all applicable federal, state, and local laws and regulations pertaining to the transport, use, disposal, handling, and storage of hazardous waste, including but not limited to, Title 49 of the *Code of Federal Regulations*.

Hazardous Materials Storage

Hazardous materials are required to be stored in designated areas designed to prevent accidental release to the environment. California Building Code requirements prescribe safe accommodations for materials that present a moderate explosion hazard, high fire or physical hazard, or health hazards. Compliance with all applicable federal and state laws related to the storage of hazardous materials would be implemented to maximize containment (through safe handling and storage practices described above) and to provide for prompt and effective cleanup if an accidental release occurs.

Hazardous Materials Use

Hazardous materials use would present a slightly greater risk of accident than hazardous materials storage. However, for those employees who would work with hazardous materials, the amount of hazardous materials that are handled at any one time are generally relatively small, reducing the potential consequences of an accident during handling. Further, specific project-site activities would be required to comply with federal and state laws to eliminate or reduce the consequence of hazardous materials accidents. For example, employees who would work around hazardous materials would be required to wear appropriate protective equipment, and safety equipment is routinely available in all areas where hazardous materials are used.

The LACoFD Health Hazardous Materials Division personnel respond to hazardous materials incidents in Pomona. Major hazardous materials accidents associated with retail-commercial uses are extremely infrequent, and additional emergency response capabilities are not anticipated to be necessary to respond to the potential incremental increase in the number of incidents that could result from implementation of the proposed project. Further, adherence to applicable regulations as discussed above would be required to reduce any potential consequences of a hazardous materials operational accident.

Threshold	Would the proposed project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?

Impact 4.6-4 **Implementation of the proposed General Plan Update and Corridors Specific Plan could emit hazardous emissions or handle acutely hazardous materials, substances, or waste within ¼ mile of an existing or proposed school. However, compliance with existing regulatory requirements and General Plan Update policies would minimize the risks to schools and students. Impacts would be Class III, *less than significant*.**

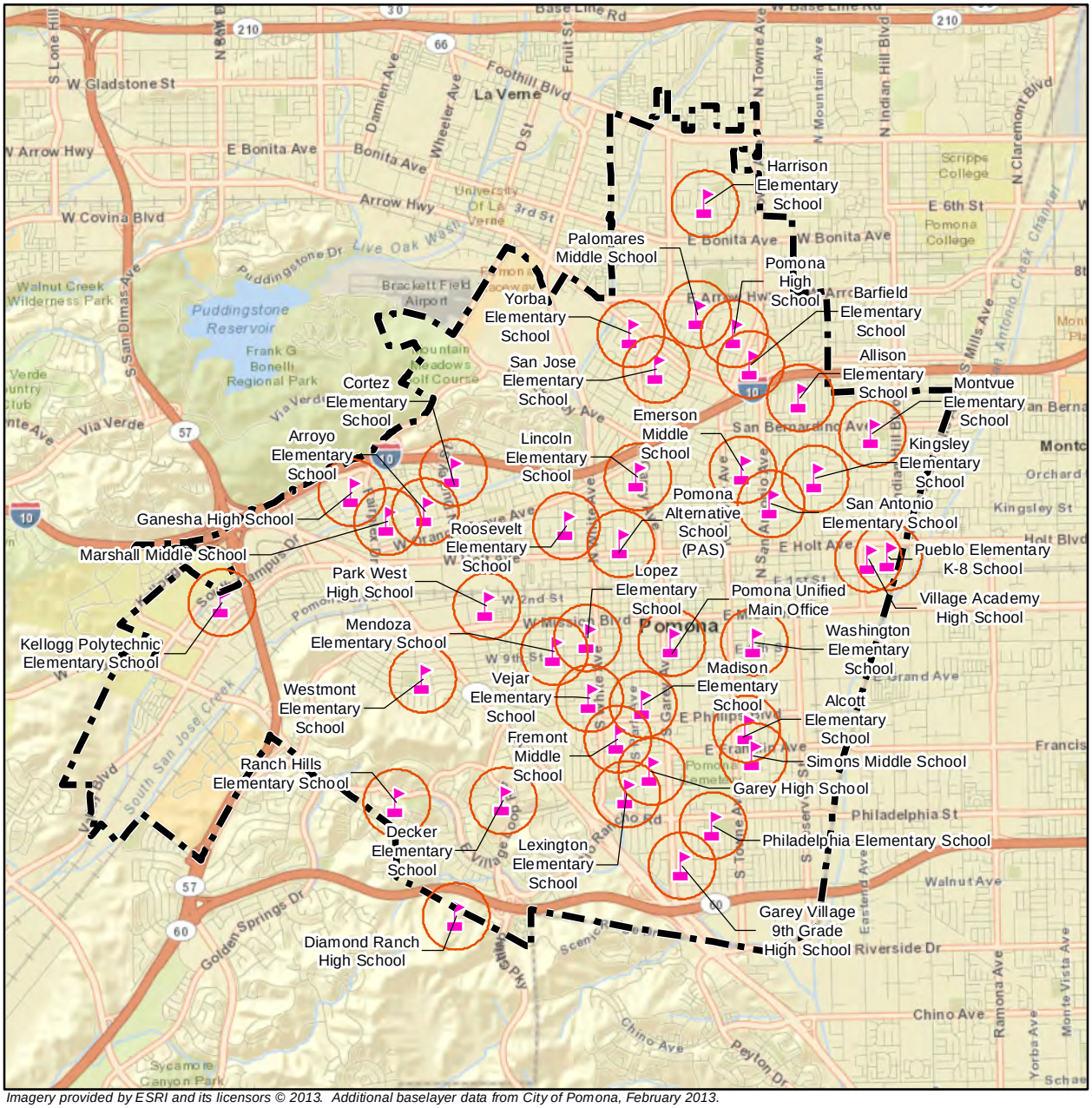
Under the proposed General Plan Update, the increase of residential and mixed-use land uses, as well as the potential increase in commercial uses, could increase the quantity of sensitive receptors (including schools) in areas adjacent to industrial and commercial land uses, thereby potentially increasing the risk of exposure to hazardous materials, waste, or emissions. Consequently, hazardous materials sites may be located within ¼-mile from school sites. However, citywide industrial land uses overall would decrease.

Since the proposed General Plan Update does not include any specific development projects, the quantity of hazardous materials proposed for use by future commercial and industrial developments within the city is currently unknown. Accidental release or combustion of hazardous materials at new commercial and/or industrial developments in the city could endanger residents or students in the surrounding community.

Pomona is served primarily by the Pomona Unified School District (PUSD). A small portion in northern Pomona is served by the Claremont Unified School District (CUSD). Two of PUSD's schools are located in Diamond Bar. As detailed in Table 4.11-3 (Pomona Unified School District Schools) in Section 4.11.3, there are currently 21 elementary schools, six K-8 schools, six middle schools (grades 6/7-8/10), five high schools (grades 9-12), three all-ages alternative schools, and one adult school within PUSD. Figure 4.6-3 illustrates the location of public schools throughout Pomona, as well as the ¼-mile radius surrounding each school. There are also 16 private schools serving Pomona. The Pomona Unified School District currently does not have any new school sites planned for construction (Ronald Young, Pomona Unified School District, March 2013). The Claremont Unified School District is also not planning any new schools in Pomona (Barbi Hilt, Claremont Unified School District, March 2013).

Given the built-out conditions in Pomona and the wide distribution of schools in the city, it is probable that one or more schools currently exists within one-quarter mile of a facility that has or could emit hazardous air emissions or handle hazardous materials or wastes. It is equally likely that future development and redevelopment in the focus areas may result in an increase in hazardous emissions and handling of hazardous materials and wastes within ¼ mile of an existing or future proposed school. As noted in Section 4.6.2 (Regulatory Framework), the California Education Code (Section 17210 *et seq.*) outlines the requirements for siting school facilities near or on known or suspected hazardous materials sites, or near facilities that emit hazardous air emissions, handle hazardous or acutely hazardous materials, substances, or waste.

Although hazardous materials and waste generated from future development may pose a health risk to nearby schools, all businesses that handle or have on-site transportation of hazardous materials would be



City Boundary

Public School Location

1/4 Mile Radius

N

0 0.625 1.25

Miles

Public Schools with a ¼ Mile Radius

Figure 4.6-3

required to comply with the provisions of the City's Fire Code and any additional elements as required in the California Health and Safety Code Article 1 Chapter 6.95 for Business Emergency Plan. As described in Impact 4.6-1 above, both the federal and state governments require all businesses that handle more than a specified amount of hazardous materials to submit a business plan to a regulating agency. In addition, Policy 7G.P43 would require a Health Risk Assessment as part of the environmental review process to determine the actual risks posed to schools from the proposed development for any proposed development of industrial uses or commercial use of more than 100,000 square feet in size within ¼ mile of an existing of proposed school .

As such, compliance with the provisions of the City's Fire Code and implementation of Policy 7G.P43 would minimize the risks associated with the exposure of sensitive receptors to hazardous materials. This impact would be **less than significant.**

Threshold	Would the proposed project be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would create a significant hazard to the public or the environment?

Impact 4.6-5 **Sites included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 are present in the city and could be subject to development under the proposed General Plan Update and Corridors Specific Plan. Development at these sites could create a significant hazard to the public or the environment. However, implementation of state and local regulations as well as General Plan Update policies would be required. Impacts would be Class III, *less than significant*.**

As discussed under Section 4.6.1 (Environmental Setting) and Impact 4.6-2 above, the city contains 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. Implementation of the proposed General Plan Update, and in some instances the Corridors Specific Plan, could lead to development of these sites that could create a significant hazard to the public or environment. However, as further discussed under Impact 4.6.2, development of these sites would be required to undergo remediation and cleanup under DTSC and the RWQCB requirements before construction activities could begin. Furthermore, implementation of proposed Policy 7G.P37 requires remediation and cleanup, and evaluation of risk prior to reuse, in identified areas where hazardous materials and petroleum products have impacted soil or groundwater. If contamination at any specific project area were to exceed regulatory action levels, the proponent would be required to undertake remediation procedures prior to grading and development under the supervision of the County Environmental Health Division, County Department of Toxic Substances Control, or RWQCB (depending upon the nature of any identified contamination). Therefore, with implementation of existing state and local regulations as well as General Plan Update Policy 7G.P37, impacts associated with known contamination at sites within the city would be **less than significant**.

Threshold	Would the proposed project be located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, and result in a safety hazard for people residing or working in the project area? Would the proposed project be located within the vicinity of a private airstrip, result in a safety hazard for people residing or working in the project area?

Impact 4.6-6 **Adoption and implementation of the General Plan Update and Corridors Specific Plan could result in an increase in people residing or working within two miles of Brackett Field, which could result in a safety hazard. Impacts would be Class II, *significant but mitigable*.**

Brackett Field is located in the city of La Verne, adjacent to Fairplex and Pomona's northwestern city limits. As described in Section 4.6-1 (Environmental Setting), parts of the city are within the current airport land use plan of Brackett Field, a public use airport operated by Los Angeles County.

The Los Angeles County Department of Regional Planning recently began preparation of an Airport Land Use Compatibility Plan (ALUCP) for Brackett Field. The project was initiated in November 2012 and will take approximately one year to complete. The Brackett Field ALUCP will set forth land use compatibility policies applicable to future development in the vicinity of the Brackett Field. The policies will be designed to ensure that future land uses in the surrounding area will be compatible with potential long-range aircraft activities at the airport, and that the public's exposure to safety hazards and noise impacts are minimized. Once adopted, these policies will provide the basis by which the Airport Land Use Commission can carry out its land use development review responsibilities in accordance with state law.

Safety hazards associated with the airport are generally related to construction of tall structures that could interfere with airplane flight paths, or with increasing the number of people working or residing in areas subject to crash hazards. The Runway Protection Zone (RPZ) of Brackett Field extends into the city of Pomona in the Fairplex area. This zone is the most critical safety area under the approach pad and should be kept free of all obstructions (Los Angeles County Airport Land Use Commission, December 1991).

Implementation of the General Plan Update and Corridors Specific Plan could result in construction of residential, commercial, and industrial uses in proximity to Brackett Field. In particular, the Fairplex area is one of the focus areas identified in the General Plan Update for future development, including residential uses. Compliance with existing regulations, including any polices arising out of the ALUCP, would reduce potential hazards to some degree; however, because the General Plan Update does not contain specific policy language to address the potential hazards associated with the proximity of the airport to existing and potential future residential uses, Mitigation Measure HAZ-1 is required. Resulting programmatic airport safety impacts would be **significant but mitigable**.

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

Impact 4.6-7 **Policies included in the proposed General Plan Update address implementation of adopted emergency response and evacuation plans. Therefore, the proposed General Plan Update and Corridors Specific Plan would not result in interference with these types of adopted plans. Impacts would be Class III, *less than significant*.**

With additional growth in the city's population that could result from implementation of the proposed General Plan Update and Corridors Specific Plan, traffic conditions could become more congested. In the event of an accident or natural disaster, the increase in traffic in the city may impede the rate of evacuation for the residents. Concurrently, the response times for emergency medical or containment services could also be adversely affected by the increased traffic conditions in the city.

The Office of Emergency Services (OES) in the Pomona Police Department provides primary input and is the chief architect of the City's Emergency and Disaster Preparedness plans. Other pertinent functions include continuous OES plan updates as well as liaison and coordination of emergency response services with other departments in the city, neighboring jurisdictions, and relief agencies. The OES also conducts disaster preparedness training sessions, drills, and exercises for the general public and City employees.

As noted in Section 4.6.1 (Environmental Setting), the Standardized Emergency Management System (SEMS) Multihazard Functional Plan (MHFP) addresses the City of Pomona's planned response to extraordinary emergency situations associated with natural disasters, technological incidents, and national security emergencies. The operational concepts reflected in the SEMS MHFP focus on potential large-scale disasters that can generate unique situations requiring unusual emergency responses. The intent of the SEMS law is to improve the coordination of state and local emergency response in California. In addition, Pomona's Natural Hazards Mitigation Plan (NHMP) addresses natural hazards, risks and mitigation actions for the entire city. Adopted in 2004, the NHMP is a response to the federal Disaster Mitigation Act of 2000 (DMA 2000), which establishes a framework for proactive local planning for natural hazard mitigation.

The Pomona Police Department, in collaboration with California State Polytechnic University Pomona and the Los Angeles County Fire Department, has developed a Community Emergency Response Team (CERT). The purpose of the CERT program is to rapidly respond as a team to assist the community and local first responders with an emergency, disaster, or incident that requires additional assistance. CERT members are part of an organized and trained group of volunteers, and when asked to activate, function under the direction of the Police Department's Incident Commander or Chief of Police.

The proposed General Plan Update Noise & Safety Component contains policies to ensure proper implementation of the SEMS. Policy 7G.P49 requires that the City maintain the SEMS and implement NIMS into the City's disaster response plan, in addition to working with the County of Los Angeles to update joint-emergency response and disaster response plans, as needed. Policy 7G.P50 requires the City to develop an evacuation route plan and incorporate it into the SEMS. Implementation of these policies associated with emergency response and evacuation in the city would result in a **less than significant** impact.

Threshold	Would the proposed project expose people or structures to a significant risk of loss, injury, or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?

Impact 4.6-8 **Implementation of the proposed General Plan Update could result in development in urbanized areas adjacent to or intermixed with wildlands. However, implementation of existing hazard reduction standards, as well as policies included in the General Plan Update would reduce the exposure of people or structures to a significant risk of loss, injury, or death involving wildland fires. Impacts would be Class III, *less than significant*.**

Parts of Pomona are susceptible to wildland fires due to its hilly terrain, dry weather conditions and the nature of its plant cover. The high fire risk areas of Pomona are largely isolated from the fire prone mountainous areas in the region. Therefore, the probability of large wildfires in the San Gabriel Mountains or other large open space areas in the region spreading to Pomona is not considered a high probability event. However, the city does have large areas of high fire risk, particularly in the southwestern corner of the city (in Phillips Ranch, Lanterman Center, and Cal Poly Pomona areas) and in the Ganesha Hills area. With the right combination of factors (dry vegetation, Santa Ana winds, etc.), even a small fire could quickly spread and threaten nearby residential neighborhoods.

The highest rated risks from wildfire in Pomona are the residential communities near the wild-land/urban interface. Not only are communities in Phillips Ranch and Ganesha Hills subject to fire risk due to prevalence of open spaces combined with steep slopes, neighborhoods adjacent to fire hazard areas can be impacted by fire if fires spread from the high fire hazard areas. There are also a small number of facilities and assets that are considered to be at medium risk from wildfires in Pomona, including Diamond Ranch High School, Cal Poly Pomona, and the Lanterman Center.

Implementation of the General Plan Update could lead to an increase in residential or commercial development in areas that are susceptible to wildland fires. In those susceptible areas, particularly in the northern portions of the city, land development is governed by special state and local codes, and property owners are required to follow maintenance guidelines aimed at reducing the amount and continuity of the fuel (vegetation) available. The City also maintains hazard reduction standards that regulate landscaping, firewood storage, debris clearing from rooftops, and other fire hazard reduction techniques.

In addition, Policies 7G.P19 through 7G.P24 of the City's proposed Noise & Safety Component of the General Plan Update are directly related to reducing the threat of fire hazards within the city. For example, Policy 7G.P19 requires site design features, fire retardant building materials and adequate access as conditions for approval of development or improvements to reduce the risk of fire within the city. New construction is required to meet the requirements of the most recent International Building Code and California Title 24 Codes. Fire potential of buildings could be further reduced through the addition of defensible buffers, the use of type "A" roofing materials and residential fire protection devices (such as residential sprinkler system). Policy 7G.P20 requires new wood and wood shake roofing materials to be a minimum of class B rated material, requires fire-resistant materials for re-roofing projects, and requires class A rated tile roof material in high or very high fire threat areas, such as the Phillips Ranch neighborhood. Policy 7G.P21 states that the City will consider future access and water supply

infrastructure improvements, particularly in areas that are identified as High or Very High Fire Threat areas. Policy 7G.P22 requires that the City develop a fire-resistant landscape program in coordination with homeowners associations citywide, particularly for neighborhoods in high or very high fire threat areas. Weed abatement and brush clearance programs and maintenance of low residential densities in wildfire hazard areas would be ensured by Policy 7G.P23 and Policy 7G.P24.

With implementation of the existing hazard reduction standards, as well as the fire hazard policies of the Noise & Safety Component, this impact would be **less than significant**.

Proposed General Plan Update Goals and Policies

Noise & Safety Component

The Noise & Safety Component of the proposed General Plan Update includes policies that would address issues related to Hazards and Hazardous Materials. The policies that are most relevant are included below.

Fire Hazard Goals

7G.G8 Minimize the risk to life and property from fire hazards in the city of Pomona.

7G.G9 Work with LACoFD to provide fire protection that is responsive to citizen's needs.

Fire Hazard Policies

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

- New construction is required to meet the most recent International Building Code and California Title 24 codes. Fire potential of buildings could be further reduced through the addition of defensible buffers, the use of type "A" roofing materials and residential fire protection devices (such as residential sprinkler system).

7G.P20 Require new wood and wood shake roofing materials to be a minimum of class B rated material. Require fire-resistant materials for re-roofing projects. Requiring the roofs to be a minimum of class A rated tile material in high or very high fire threat areas, such as the Phillips Ranch neighborhood, as identified in Figure 7-G.3 [of the General Plan Update].

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

7G.P22 Develop a fire-resistant landscape program in coordination with homeowners associations Citywide, particularly for neighborhoods in high or very high fire threat areas as identified in Figure 7-G.3 [of the General Plan Update].

6G.P23 Follow and enforce the county Fire Department's weed abatement and brush clearance program.

7G.P24 Maintain low residential densities in wildfire hazard areas.

Hazardous Materials Goals

7G.G12 Minimize risk to life and property from production, use, storage and transportation of hazardous materials and waste.

Hazardous Materials Policies

7G.P36 Comply with all applicable state and local regulations regarding production, use, storage, and transportation of hazardous materials and waste.

7G.P37 Require remediation and cleanup, and evaluate risk prior to reuse, in identified areas where hazardous materials and petroleum products have impacted soil or groundwater.

7G.P38 Require that hazardous materials used in business and industry are transported, handled and stored in accordance with applicable local regulations.

7G.P39 Periodically review and update local regulations.

7G.P40 Generate and support public awareness and participation in household waste management, control, and recycling through county programs, including the Los Angeles County Household Hazardous Waste and Electronic Waste Management Program.

7G.P41 Restrict siting of businesses, including hazardous waste repositories, incinerators or other hazardous waste disposal facilities, that use, store, process or dispose of large quantities of hazardous materials or wastes in areas subject to seismic fault rupture or very violent groundshaking.

7G.P42 Where applicable, identify and regulate appropriate regional and local routes for transportation of hazardous materials and hazardous waste. Require that fire and emergency personnel can easily access these routes for response to spill incidents.

7G.P43 As part of the CEQA review process for any development or redevelopment of industrial uses or commercial uses under the General Plan of more than 100,000 square feet in size that is within ¼ mile of an existing or proposed school, the individual project proponent shall prepare a Health Risk Assessment to evaluate the cancer and the non-cancer risks to school children from construction and operation of the proposed development, and shall include feasible mitigation measures to reduce the Hazard Index as defined by the South Coast Air Management District for school children to a less-than-significant level.

7G.P44 Require commercial and industrial compliance with the Los Angeles County Hazardous Materials Control Program.

Emergency Preparedness Goals

7G.G14 Reduce the potential for life loss, injury, and economic damage to Pomona residents and businesses by maximizing emergency preparedness capabilities.

Emergency Preparedness Policies

7G.P49 Maintain the Standardized Emergency Management System Plan (SEMS) and implement the National Incident Management System (NIMS) into the City's disaster

response plan. Work with the County of Los Angeles to update joint-emergency response and disaster response plans, as needed.

7G.P50 Develop an evacuation route plan and incorporate it into the SEMS.

7G.P51 Develop a public awareness program on the nature and extent of natural hazards in Pomona and ways of minimizing the effects of disasters.

7G.P52 Establish community programs that train volunteers to assist police, fire, and civil defense personnel during and after disasters (CERT Teams).

Mitigation Measures

As discussed above, the following mitigation measures would apply to the proposed General Plan Update:

MM HAZ-1 Incorporate the following policies into the General Plan Update:

Coordinate disaster preparedness and emergency response with appropriate agencies, including the Pomona Police Department, Los Angeles County Fire Department, Los Angeles County Airport Land Use Commission, Brackett Field operators and emergency response providers, and neighboring cities.

Maintain consistency with the Los Angeles County Airport Land Use Compatibility Plan [once adopted] as it pertains to Brackett Field.

Ensure that land uses, densities, and building heights within Airport Land Use Compatibility Zones are compatible with safe operation of Brackett Field.

Review and update City procedures for responding to airport and aircraft-related emergencies.

Level of Significance After Policies/Mitigation Measures

Impacts associated with hazards and hazardous materials within the Planning Area would be less than significant as a result of compliance with existing regulatory requirements, application of proposed policies included in the draft General Plan Update and implementation of the proposed mitigation measures.

4.7 HYDROLOGY AND WATER QUALITY

This chapter of the EIR evaluates the potential environmental effects related to hydrology and water quality associated with implementation of the proposed General Plan Update and Corridors Specific Plan. This section discusses the regional and local watershed characteristics, the city's storm drain system, and various flooding hazards. Information for this section was taken from the Federal Emergency Management Agency (FEMA) website, the City's Master Environmental Assessment, other environmental documents prepared for the City, and the Existing Conditions Opportunities, and Challenges Report. The analysis includes a review of surface water, groundwater, flooding, stormwater, and water quality. Water supply and wastewater treatment are discussed in Section 4.14, *Utilities and Service Systems*. Issues regarding wetlands and waters of the U.S. are discussed in Section 4.3, *Biological Resources*.

4.7.1 Environmental Setting

Regional Watershed

A majority of Pomona lies within the eastern boundary of the San Gabriel River Watershed, with a small portion of the eastern boundary of the city located within the Santa Ana Watershed. The San Gabriel River watershed headwaters originate north of Pomona, in the San Gabriel Mountains, the San Gabriel River receives drainage from a large area of eastern Los Angeles County. The entire San Gabriel River Watershed covers more than 640 square miles. More than one-third of the upper watershed falls within the Angeles National Forest, including significant portions in the San Gabriel Mountains. The upper San Gabriel River watershed contains a series of flood control dams. Nevertheless, it is hydraulically connected to the Los Angeles River through the Whittier Narrows Reservoir (normally only during high storm flows). The lower part of the San Gabriel River flows through a concrete-lined channel in a heavily urbanized portion of the County before becoming a soft bottom channel near the ocean in the city of Long Beach. Several reservoirs, which exist primarily for flood control purposes, are also located in the upper part of the watershed (San Gabriel River Corridor Master Plan, 2006). Figure 4.7-1 shows the boundaries of the San Gabriel River Watershed.

The Santa Ana River watershed is located in southern California, south and east of the city of Los Angeles. The watershed includes much of Orange County, the northwestern corner of Riverside County, the southwestern corner of San Bernardino County, and a small portion of Los Angeles County. The watershed is approximately 2,650 square miles in area. The headwaters of the Santa Ana River are in the San Bernardino Mountains with two of its major tributaries being Bear Creek and Mill Creek. Other tributaries include Lytle Creek originating in the San Gabriel Mountains and the San Jacinto River originating in the San Jacinto Mountains. These major tributaries confluence to form the Santa Ana River in the San Bernardino Valley located at the southern base of the Transverse Ranges of the San Bernardino Mountains. The Santa Ana River traverses through the San Bernardino Valley before cutting through the Santa Ana Mountains and flowing to the Orange Coastal Plain. Eventually, the river discharges to the ocean in the city of Huntington Beach (San Bernardino County Watershed Action Plan, 2011). Figure 4.7-1 shows the boundaries of the Santa Ana River Watershed.



Imagery provided by National Geographic Society, ESRI and its licensors © 2013. Additional data layers from City of Pomona, May 2012, National Hydrography Dataset, May 9, 2011. and Santa Ana Watershed Project Authority, February 2013.

City of Pomona Boundary

Santa Ana and San Gabriel Rivers Watershed Map

Figure 4.7-1

Water Supply

Pomona relies on a moderately diverse mix of water resources to provide water throughout the city. The City's current water supply portfolio consists of 68% potable groundwater, 16% imported water, 15% local surface water, and 1% non-potable water (a combination of recycled and untreated groundwater) (Pomona Final 2010 Urban Water Management Plan, 2011). The City's water portfolio is projected to change going into the future. It is projected that by 2035, the water supply mix will be 73% groundwater, 11% imported water, 10% local surface water, and 6% non-potable recycled water (ibid). Groundwater is drawn from four groundwater basins, including: Chino Basin, Pomona Basin, Claremont Heights Basin and Spadra Basin. Imported water is supplied from the Metropolitan Water District of Southern California (Metropolitan).

Water Quality

Stormwater and Urban Runoff

Pomona is largely built out; therefore, water quality is largely affected by the city's storm drain system, which is comprised of gutters and storm drains designed to prevent flooding by moving rain water away from city streets and directly into local rivers (which flow to the ocean). Stormwater (water that originates during a precipitation event) that is not absorbed into the ground on site (run-off) can accumulate pollutants and, as it flows into waterways, can degrade surface waters making them unsafe for drinking, fishing, and swimming. Pomona's stormwater discharges flow to Thompson Creek (northern portion) and San Jose Creek (western portion) both of which are tributary to the San Gabriel River. The southern portion of the city discharges to San Antonio Creek/Chino Creek, which are tributary to the Santa Ana River. In general, discharges from areas above the I-10 freeway, near the Pomona Fairplex, enter Thompson Creek and then flow to either San Antonio or Chino Creeks. San Jose Creek flows nearly 20 miles (32 km) westward from the city.

During rain events, stormwater pollution can occur when rainwater picks up pollutants as it flows across paved surfaces, which are then transported into the storm drain system. Urban runoff (e.g., irrigation) can also transport pollutants to the storm drain system. The water that enters this system is not treated or filtered; therefore, any pollutants washed into the system can flow with the water directly into rivers and ultimately to the ocean. Common sources of stormwater pollution in Pomona include litter, trash, pet waste, paint residue, organic material (yard waste), fertilizers, pesticides, sediments, construction debris, cooking grease, illegally dumped motor oil, and other harmful fluids. The City protects water resources by reducing the impact of pollutants from urban runoff through implementation of its Storm Water Pollution Prevention Program as required by the National Pollutant Discharge Elimination System (NPDES) permit program. The NPDES permit program, as authorized by the Federal Clean Water Act, controls water pollution by regulating what is discharged into waters of the United States.

Drinking Water

The City of Pomona Public Works Department maintains and operates a variety of potable water production facilities, including groundwater wells, water treatment plants, booster stations, reservoirs,

and distribution system pipes. The City's water supply meets or exceeds all current drinking water regulations and standards.

Flood Hazards

Flood hazards are directly related to precipitation (rainfall) intensity and duration. The regional topography, type and extent of vegetation coverage, amount of impermeable surfaces, local slope characteristics, and available drainage facilities all factor into the region's ability to collect, divert, and convey precipitation runoff. However, the key element influencing the region's ability to safely manage runoff volume is the degree of urbanization. Urbanization increases the volume and velocity of runoff water via two main processes: 1) areas that would normally absorb rainfall (e.g. soils) have been replaced by impermeable surfaces (e.g. streets, houses); and 2) the channelization and accumulation of runoff water adds to the collective whole, resulting in increased volumes and velocity.

The size, or magnitude, of a flood is described by a term called a "recurrence interval". By studying a long period of flow records for a stream, it is possible to estimate the size of a flood that would have a five-year recurrence interval (also called a 5-year flood or 5-year flood event). A 5-year flood is one that would occur, on average, once every 5 years (or has a 20 percent chance of occurring during any year). Although a 100-year flood is expected to happen only once in a century, there is a 1-percent chance that a flood of that size could happen during any year. The magnitude of flood events could be altered if changes are made to a drainage area, such as an increase in the amount of impervious (i.e., urbanized) surfaces.

FEMA, as part of its statutory responsibilities to carry out the National Flood Insurance Program, has mapped most of the flood risk areas within the United States. In fact, most communities with a one percent chance of a flood occurring in any given year (100-year flood) have a floodway depicted on a Flood Insurance Rate Map (FIRM). According to FEMA, parts of Pomona are designated as Flood Zone D, which is an area with "undetermined possible flood hazards," while other parts of Pomona are designated as Flood Zone X, or outside the 0.2 percent annual chance (500-year) floodplain (FEMA, 2008).

Dam Inundation

Flood control in the region is accomplished through development of surface water impoundments and reservoirs. There are several reservoirs in the region that also provide water for conservation (i.e. domestic water supply) and recreation. Puddingstone Dam and Reservoir is located to the northwest of the city, in Bonelli Regional Park. This manmade reservoir is utilized for flood control purposes and is owned and maintained by the Los Angeles County Department of Public Works. Potential failure of this reservoir is not anticipated to affect Pomona, as potential floodwaters would be expected to flow west into the city of Covina and adjacent cities (City of Pomona, 2004).

The San Antonio Dam and Reservoir is located approximately five miles northeast of the city and operated and maintained by the U.S. Army Corps of Engineers (USACE). This dam primarily serves as a major flood control channel and therefore does not store large quantities of water except during periods of heavy rain. However, when full, failure or rupture of the San Antonio Dam would release waters and

result in the flooding of areas south of the dam, including eastern portions of Pomona (City of Pomona, 2004). The USACE has developed a dam safety program for this facility. The primary objective of the Dam Safety Program is to maintain public safety by making sure the dams owned and operated by the Corps are safe, and risks to the public are minimized (U.S. Army Corps of Engineers – Los Angeles District website, 2013).

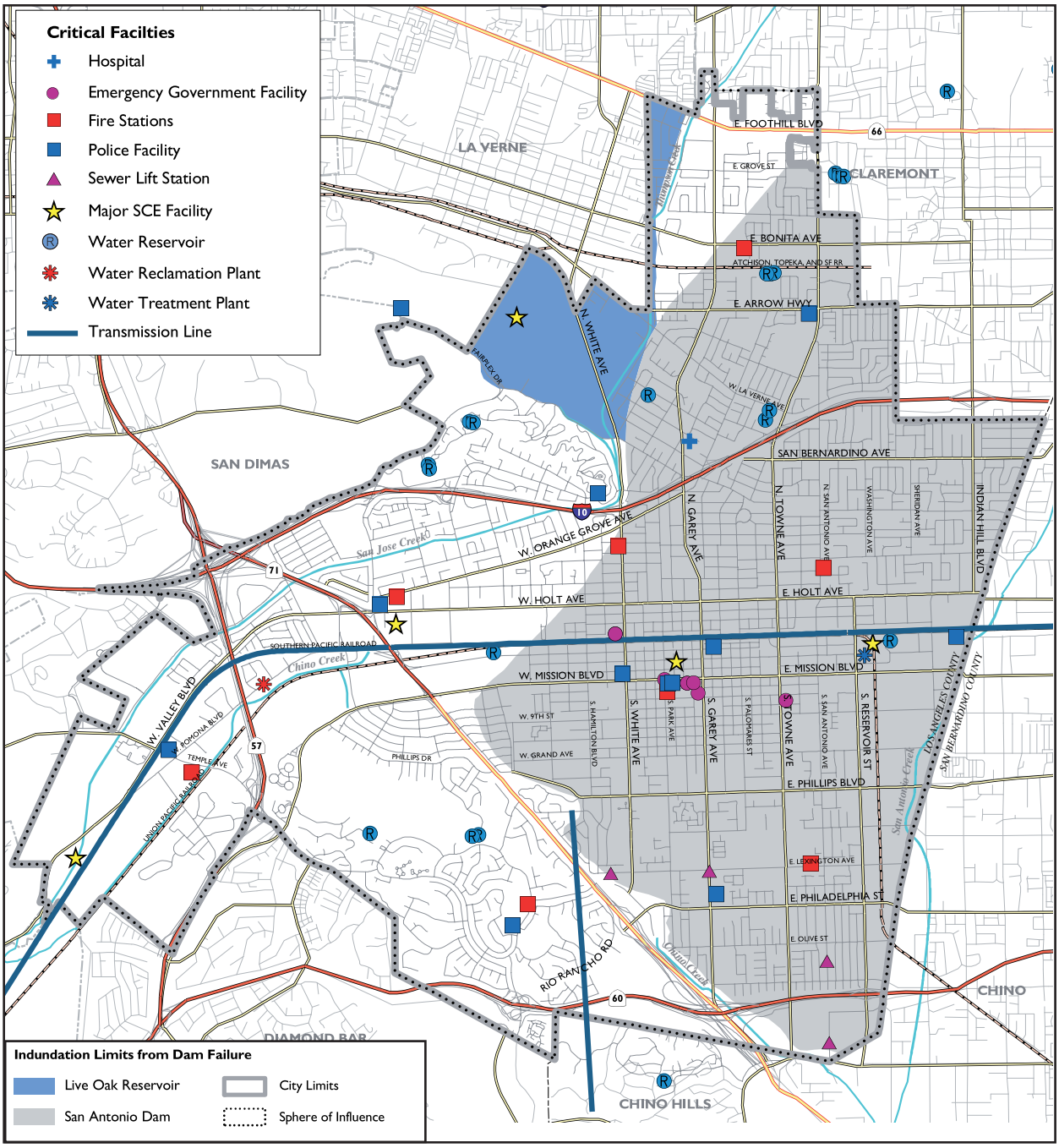
In addition, other dams located near Pomona include the Thompson Creek Dam and Reservoir and Live Oak Reservoir. Located approximately three miles north of the city, the Thompson Creek Dam is dry except during storm periods. The Live Oak Reservoir is utilized for flood control and water conservation purposes, and is located on unincorporated county land between the cities of La Verne and Claremont, approximately two miles north of Pomona. Figure 4.7-2 shows the extent of dam inundation potential in Pomona.

4.7.2 Regulatory Framework

Development in the city is subject to various local, state, and federal regulations and permits regarding the use of water resources. Section 303 of the federal Clean Water Act (CWA) requires states to develop water quality standards to protect the beneficial uses of receiving waters. In accordance with California's Porter/Cologne Act, the Regional Water Quality Control Boards (RWQCBs) of the State Water Resources Control Board (SWRCB) are required to develop water quality objectives that ensure their regions meet the requirements of Section 303 of the Clean Water Act. Pomona is within the jurisdiction of the Los Angeles RWQCB.

The primary regulatory control relevant to the protection of water quality is the Federal National Pollution Discharge Elimination System (NPDES) permit administered by the SWRCB. The SWRCB establishes requirements prescribing the quality of point sources of discharge and establishes water quality objectives, which are established based on the designated beneficial uses (e.g. water supply, recreation, and habitat) for a particular surface water or groundwater. The NPDES permits are issued to point source dischargers of pollutants to surface waters and are issued pursuant to Water Code Chapter 5.5 that implements the federal Clean Water Act. Examples include, but are not limited to, public wastewater treatment facilities, industries, power plants, and groundwater cleanup programs discharging to surface waters (State Water Resources Control Board, Title 23, Chapter 9, Section 2200). Discharge limits, under the NPDES permits, for minerals and pollutants are established and regulated by the RWQCBs.

The SWRCB and Los Angeles RWQCB have adopted specific NPDES permits for a variety of activities that have potential to discharge wastes to Waters of the State. The SWRCB General Permit for Storm Water Discharges Associated with Construction and Land Disturbance Activities (Order 99-08-Division of Water Quality [DWQ]) applies to all land-disturbing construction activities that would affect one acre or more. Construction activities subject to the general construction activity permit include clearing, grading, stockpiling, and excavation. Dischargers are required to eliminate or reduce non-stormwater discharges to storm sewer systems and other waters and consider the use of post-construction permanent best management practices (BMPs). Activities subject to the NPDES general permit for construction must develop and implement a storm water pollution prevention plan (SWPPP). The SWPPP identifies the BMPs that will be employed to prevent soil erosion and discharge of other construction-related



Source: City of Pomona General Plan Update, 2011.

Dam and Reservoir Inundation Zones

Figure 4.7-2

pollutants. A monitoring program is generally required to ensure that BMPs are implemented according to the SWPPP and are effective at controlling discharges of pollutants that are related to stormwater.

The Standard Urban Stormwater Mitigation Plan (SUSMP) was developed as required in Part D.2 of the Los Angeles County Municipal Separate Storm Sewer System (MS4) permit to address stormwater pollution from new construction and redevelopment. The SUSMP contains a list of minimum BMPs that must be employed to infiltrate or treat stormwater runoff, control peak flow discharge, and reduce the post-project discharge of pollutants from stormwater conveyance systems. The SUSMP defines the types of practices that must be included and issues that must be addressed as appropriate to the development type and size based on land use type.

The City of Pomona Municipal Code, Chapter 18 (Environment), Division 3 (Discharge Regulations and Requirements) sets forth regulations associated with stormwater. For example, the discharge of non-stormwater discharges to the city storm sewer system is prohibited. All discharges of material other than stormwater must be in compliance with a NPDES permit issued for the discharge. In addition, it is prohibited to establish, use, maintain, or continue illicit drainage connections to the city storm sewer system and to commence or continue any illicit discharges to the city storm sewer system. The regulations also call for a reduction of pollutants in stormwater. The City has set minimum requirements, such as prohibiting littering, and requiring best management practices for new developments and redevelopments. Further, this section sets forth requirements for watercourse protection.

4.7.3 Thresholds of Significance

The following thresholds of significance are based on Appendix G to the *State CEQA Guidelines*. For purposes of this EIR, implementation of the proposed project may have a significant adverse impact if it would do any of the following:

- Violate any water quality standards or waste discharge requirements
- Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g. the production rate of pre-existing nearby wells would drop to a level that would not support existing land uses or planned uses for which permits have been granted)
- Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner that would result in substantial erosion or siltation on- or off-site
- Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner that would result in flooding on- or off-site
- Create or contribute runoff water that would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff
- Otherwise substantially degrade water quality
- Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map
- Place within a 100-year flood hazard area structures which would impede or redirect flood flows

- Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam
- Expose people or structures to significant risk or loss, injury or death involving inundation by seiche, tsunami, or mudflow

4.7.4 Project Impacts and Mitigation

Project Impacts

Threshold	Would the proposed project violate any water quality standards or waste discharge requirements?

Impact 4.7-1 **Development under the General Plan Update and Corridors 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. Therefore, impacts to water quality would be Class III, *less than significant.***

Construction

Construction activities facilitated by the General Plan Update and Corridors Specific Plan could include road improvements and realignments, installation and realignment of utilities, demolition of existing structures for replacement, new development, and the potential replacement and/or improvement of drainage facilities. Water quality degradation from construction would be specific to each site within the project area, and thus would depend largely on the areas affected and the length of time soils are subject to erosion, and construction activities on-site. Generally, new development facilitated in accordance with the General Plan Update and Corridors Specific Plan would be focused around the main roadway corridors of the city and the Downtown area. The Fairplex and Lanterman Center are also areas with potential for future development. Figure 2.6 in Section 2.0, *Project Description*, shows the areas most likely to experience development within the planning horizon.

Soil disturbance would occur temporarily due to construction of future developments under the proposed General Plan Update and Corridors Specific Plan as a result of earth-moving activities, such as excavation and trenching for foundations and utilities, soil compaction and moving, cut and fill activities, and grading. If not managed properly, disturbed soils would be susceptible to high rates of erosion from wind and rain, resulting in sediment transport via stormwater runoff from the project area. The types of pollutants contained in runoff from construction sites would be typical of urban areas, and may include sediments and contaminants such as oils, fuels, paints, and solvents. Additionally, other pollutants, such as nutrients, trace metals, and hydrocarbons, can attach to sediment and be transported to downstream drainages and ultimately into collecting waterways, contributing to degradation of water quality.

Areas that disturb one or more acres of land surface are subject to the Construction General Permit, 99-08-DWQ adopted by the SWRCB. Pomona requires the preparation of a SWPPP to achieve compliance with the NPDES General Construction Stormwater Activity Permit. Compliance with the permit requires each qualifying development project to file a Notice of Intent with the SWRCB. The SWPPP

must describe the site, the facility, erosion and sediment controls, runoff water quality monitoring, means of waste disposal, implementation of approved local plans, control of construction sediment and erosion control measures, maintenance responsibilities, and non-stormwater management controls. Inspection of construction sites before and after storms is also required to identify stormwater discharge from the construction activity and to identify and implement controls, where necessary. The SWPPP requirements would need to be satisfied prior to beginning construction on any project located on a site greater than one acre.

All development would also be subject to regional and local regulations, including Section 18-495 of the City's Municipal Code. Under the provisions of this section, "Any person engaged in activities which will or may result in pollutants entering the city storm sewer system shall undertake all practicable measures to reduce such pollutants." As a result, contractors constructing new development or redevelopment projects are required to implement BMPs to comply with the provisions set forth in regional and local regulations. Typical BMPs that could be incorporated into the SWPPP would include, but are not limited to, the following:

- Diversion of off-site runoff away from the construction site;
- Vegetation of proposed landscaped/grassed swale areas as soon as feasible following grading activities;
- Revegetation of exposed soil surfaces as soon as feasible following grading activities;
- Perimeter straw wattles to prevent off-site transport of sediment;
- Drop inlet protection (filters and sand bags or straw wattles), with sandbag check dams within paved roadways;
- Regular watering of exposed soils to control dust during construction;
- Specifications for construction waste handling and disposal;
- Contained equipment wash-out and vehicle maintenance areas;
- Erosion and sedimentation control measures maintained throughout the construction period;
- Stabilized construction entrances to avoid trucks from tracking debris on city roadways; and
- Training of subcontractors on general site housekeeping.

Furthermore, City officers are given the authority to inspect facilities and perform sampling in areas with evidence of storm water contamination, illicit discharges of non-stormwater to the storm drain system, or similar factors. City officers may also establish conditions and requirements related to the reduction or elimination of pollutants in stormwater runoff from a given site within the project area and require the contractor's compliance.

As described in Section 4.7.1 (Environmental Setting), existing regulations and standards address erosion control. Both the SWPPP and provisions for obtaining a grading permit require approval of an erosion control plan, which could include measures such as limitations on grading during the dry season and construction discharges, as well as requirements for soil stabilization and use of sediment traps. Unless waived by a City engineer, soil engineering and engineering geology reports would also be prepared and submitted for any grading permit application. The recommendations contained in the approved geotechnical reports, which may include measures associated with erosion control, would be incorporated into the grading plans and would become conditions of the grading permit.

The proposed General Plan Update also includes policies designed to minimize stormwater and erosion impacts during construction. Goals 7E.G13 and 7E.G14 require compliance with RWQCB regulations and the protection of groundwater and surface water resources that enter the city's storm drain system. Additional General Plan Update policies (7E.P21, 7E.P27, and 7E.P28) require development applications to follow NPDES requirements and implementation of BMPs to prevent or minimize erosion during construction.

Compliance with the regulations discussed above would reduce the risk of water degradation within the city from soil erosion and other pollutants related to construction activities. Since violations of water quality standards would be minimized, impacts to water quality from construction activities within the corridors and city as a whole would be **less than significant**.

Operation

Pomona is largely built out with urban development and thus vacant land and open spaces (exclusive of streets) account for only ten percent of land in the city. Future development envisioned by the General Plan Update and Corridors Specific Plan is based on long-established land use patterns; thus, both plans primarily envision incremental intensification of existing land use patterns to better utilize existing development and accommodate infill and redevelopment. As described above, the majority of infill development and redevelopment opportunities are concentrated within the Downtown area and along major roadway corridors. Because the proposed General Plan Update and Corridors Specific Plan are designed to focus on redevelopment of existing urbanized areas, it is envisioned that the majority of the above referenced future development would introduce relatively small amounts of net new impervious surfaces.

Although the increase in volumes or rates of discharge and associated pollutants in runoff would be minimal, the operation of future development envisioned in the General Plan Update and Corridor Specific Plan could potentially result in the addition of contaminants into both the stormwater runoff entering the city's drainage system and the wastewater stream entering the local wastewater collection and treatment system. If not managed properly, runoff from urban development typically contains contaminants such as oil, grease, metals, and landscaping chemicals (pesticides, herbicides, fertilizers, etc.), which could be transported into the city's drainage system and ultimately degrade surface water and groundwater quality.

Water quality discharge requirements meeting area-wide surface water use objectives are established as permit requirements by the Los Angeles RWQCB. Under the RWQCB's NPDES permit system, all existing and future municipal and industrial discharges to surface waters within the city would be subject to regulations. NPDES permits are required for operators of Municipal Separate Storm Sewer Systems (MS4s), construction projects, and industrial facilities. These permits contain limits on the amount of pollutants that could be contained in each facility's discharge. Specifically, all development within the city would be subject to the provisions of the City's NPDES MS4 Permit (Order No. R4-2012-01750).

Developments within the city would also be subject to the provisions in Sections 18-491 through 496 of the Pomona Municipal Code (Discharge Regulations and Requirements). Under the provisions of these sections, any discharge that would result in or contribute to degradation of water quality via stormwater

runoff is prohibited. All discharges of material other than stormwater must be in compliance with an NPDES permit issued for the discharge with appropriate BMPs in place (see the City's Municipal Code, Section 18-492, for exceptions). These structural BMPs would include a range of methods, including but not limited to: hydrodynamic devices; swales/biofilters; basins; and various filters. Appropriate nonstructural BMPs that may be used on site to control typical runoff pollutants include, but are not limited to: tenant/homeowner education; activity restrictions; common area litter and animal waste control; catch basin inspection; private street/lot sweeping; smart irrigation controllers; and use of native drought-tolerant landscaping.

In addition to stormwater runoff, polluted wastewater could be discharged by development facilitated under the proposed General Plan Update and Corridors Specific Plan. Particularly, the increase in residential land uses could potentially increase the quantity of wastewater contaminated with household chemicals. Wastewater generated in the city is treated by the Los Angeles County Sanitation Districts (LACSD). A majority of the wastewater from the city is treated and disposed of at LACSD's Pomona Water Reclamation Plant. This facility is an advanced wastewater treatment plant using primary sedimentation, activated sludge aeration, final sedimentation, activated carbon absorption, filtration, and chlorination. It is capable of treating the potential increase in wastewater associated with buildout under the General Plan Update and Corridors Specific Plan. Ultimately, treatment would produce a high quality tertiary effluent that can be used for a variety of industrial and irrigation purposes. Section 4.14, *Utilities and Service Systems,* contains a more detailed description of wastewater services for the city.

There are a number of General Plan Update goals and policies as well as regulations included in the Corridors Specific Plan designed to minimize operational stormwater impacts, including those listed at the end of this section. In addition, the Green Plan encourages and promotes use of Best Management Practices, specifically promoting Low Impact Development and other green strategies to minimize impact of urban runoff discharges from developed areas. Compliance with NPDES permits requirements, the City's Municipal Code, proposed General Plan Update policies, proposed Corridors Specific Plan Development Code and proposed Green Plan strategies would reduce the risk of water contamination within the city from the operation of new developments to the maximum extent practicable. Therefore, this impact would be **less than significant**.

Threshold	Would the proposed project substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level?

Impact 4.7-2 **Development facilitated by the General Plan Update and Corridors Specific Plan could create additional impervious surfaces, which could interfere with groundwater recharge in those areas which are currently undeveloped. However, with implementation of policies included in the proposed General Plan Update, Corridors Specific Plan and Green Plan, impacts related to the increase in impervious surfaces would be Class III, *less than significant*.**

Construction activities facilitated by the General Plan Update and Corridors Specific Plan would primarily occur as part of infill/redevelopment. These activities (e.g. pile driving, dewatering, and other construction activities) could encounter groundwater. Although the construction of support and

foundation structures could contact groundwater in limited instances, the displaced volume would not be substantial relative to the volume of the San Gabriel Valley Regional Groundwater Basin, which has a total storage capacity of approximately 10,740,000 acre-feet (California's Groundwater Bulletin No. 118, 2004). Dewatering activities could also remove groundwater, but the volume of water removed would not be substantial relative to groundwater pumping for water supply. Water used during construction for cleaning, dust control, and other uses would be nominal. Thus, construction activities would not substantially deplete groundwater supplies nor interfere substantially with groundwater recharge.

Development facilitated by the General Plan Update could potentially interfere with groundwater recharge by targeting growth in currently undeveloped parcels to the west of Highway 57. These areas include undeveloped areas at the Lanterman Center and agricultural land at the Cal Poly Spadra Farm. With development of these areas, the amount of impervious surface in the city would incrementally increase. Nonetheless, new development facilitated by the General Plan Update and Corridors Specific Plan would primarily consist of infill in already urbanized areas, where increases in impervious surfaces would be minimal. Furthermore, new development must comply with Los Angeles County's MS4 permit by employing BMPs for on-site detention/retention of stormwater runoff. Thus, development facilitated by the General Plan Update and Corridors Specific Plan would not substantially interfere with groundwater recharge.

New development occurring from implementation of the proposed General Plan Update and Corridors Specific Plan would increase the demand for water, some of which would derive from groundwater sources. For the existing conditions of the city's groundwater supply, see Section 4.14, *Utilities and Service Systems*. As described in Section 4.14, *Impact 4.14.1-2*, due to existing water rights and groundwater storage agreements, an adequate supply of water should be available, with normal conservation efforts for the projected demands through 2035 (Pomona Final 2010 Urban Water Management Plan, 2011). In addition, a number of goals and policies proposed in the General Plan Update would serve to improve and enhance groundwater resources. These include Goal 7E.G12, which aims to continue to reduce city-wide water use. This reduction will be partially achieved through the use of water efficient appliances and fixtures in new development and upgrades in existing development (Policy 7E.P22) and drought tolerant plant species and low water use irrigation (Policy 7E.P24).

A number of regulations included in the Corridors Specific Plan are also aimed at either reducing water use or maintaining/increasing soil permeability to allow groundwater recharge, including a requirement to use native/water efficient, low groundcovers and shrubs, which require minimal irrigation and a low level of maintenance, in planting strips with Neighborhood Streets (Section 2.5.1.K, p. 77). In addition, the parking guidelines included in the Corridors Specific Plan recommend that parking lots utilize permeable paving systems and bio-filtration swales wherever possible and that the size of surface parking lot paving areas be minimized to reduce surface water runoff (Section 2.7.4.D, p. 93). Rooftop gardens or other rainwater capture and recycling systems are also encouraged on flat portions of parking structure roofs in order to facilitate storm-water management, as well as add visual interest to the structure (Section 2.7.4.D, p. 93).

Implementation of these and other policies and regulations included in the General Plan Update, Corridors Specific Plan Development Code and Green Plan would ensure water conservation and reduce potential impacts to groundwater supply. As such, the creation of impervious surfaces, which could

interfere with groundwater recharge within the city under the proposed General Plan Update and Corridors Specific Plan would not substantially deplete groundwater supplies and therefore this impact would be **less than significant.**

Threshold	Would the proposed project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?

Impact 4.7-3 **Development facilitated by the proposed General Plan Update and Corridors Specific Plan could alter the existing drainage pattern of the Planning Area and potentially result in erosion and siltation. However, implementation of proposed goals and policies included in the General Plan Update would minimize impacts related to drainage pattern alteration. Impacts would be Class III, *less than significant*.**

Construction

Construction activities associated with development under the proposed General Plan Update and Corridors Specific Plan would involve stockpiling, grading, excavation, dredging, paving, and other earth-disturbing activities resulting in the alteration of existing drainage patterns. The proposed General Plan Update includes policies designed to minimize stormwater and erosion impacts during construction. Policy 7E.P27 would ensure continued implementation of the NPDES for protection of surface water and groundwater quality. Compliance with this federal regulation would minimize the potential for construction activities to alter natural drainages via the deposition of sediments. Furthermore, Policy 7E.P21 requires implementation of BMPs to minimize runoff during construction and renovations. In addition, as described in Impact 4.7-1 above, compliance with SWRCB's NPDES General Construction Activity Stormwater Permit, NPDES MS4 regulations, and the City's Municipal Code would reduce the risk of short-term erosion resulting from drainage alterations during construction. Therefore, impacts would be **less than significant.**

Operation

Development facilitated by the proposed General Plan Update and Corridors Specific Plan would result in alterations to drainage, such as changes in ground surface permeability via paving, and changes in topography via grading and excavation. Impact 4.7-1 discusses applicable regulations that would limit pollutant discharges from proposed development under the General Plan Update and Corridors Specific Plan. NPDES permit requirements would be imposed on applicable projects to limit pollutant discharges. Further, all development within the city would be subject to the provisions of the City's NPDES MS4 Permit.

To specifically reduce the potential for development to alter existing drainage patterns, the General Plan Update encourages the integration of Low Impact Development (LID) stormwater management practices. This approach to stormwater management strives to restore a site's natural hydrologic features through the arrangement of buildings, roads, parking areas, site features and storm water management plans. This more sustainable approach to site design helps to improve the quality of receiving waters and stabilizes the flow rates of nearby streams, which would minimize erosion and siltation impacts. This

integration of LID stormwater management practices is carried through into the Development Code contained in the Corridors Specific Plan, in particular in the sections pertaining to open space and parking. LID site planning principles combined with the General Plan Update policies and Corridors Specific Plan regulations listed at the end of this section as well as compliance with NPDES regulations and the City's Municipal Code would protect the city's existing drainage pattern from substantial alteration, thereby reducing the risk of erosion resulting from drainage alterations. Resulting impacts would be **less than significant**.

Threshold	Would the proposed project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?
Threshold	Would the proposed project create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?

Impact 4.7-4 **Development facilitated by the proposed General Plan Update and Corridors Specific Plan could potentially result in increased downstream flooding, exceed the capacity of existing or planned stormwater drainage systems, or provide substantial additional sources of polluted runoff. However, the overall flood potential is considered low and the implementation of proposed policies and regulations included in the plans would reduce impacts related to downstream flooding, stormwater drainage exceedances or increases in polluted runoff. Impacts would be Class III, *less than significant*.**

Development envisioned under the General Plan Update and Corridors Specific Plan is primarily infill in nature. Therefore, only an incremental expansion in the quantity of net new impervious surfaces is expected as part of future development. Nevertheless, any increase in impervious surfaces could increase the overall volume of stormwater runoff by reducing infiltration. This increased runoff could potentially exceed the capacity of existing and planned infrastructure and cause downstream flooding impacts. In addition, localized inundation remains a concern for Pomona residents. The full failure or rupture of the San Antonio Dam would release waters and result in the flooding of areas south of the dam, including eastern portions of Pomona. Failure of the Live Oak Reservoir would inundate the northern portions of the city. Figure 4.7-2 shows the extent of flooding in the unlikely event of Live Oak Reservoir and San Antonio Dam failures.

According to the City's Natural Hazard Mitigation Plan (City of Pomona, 2004), Pomona has an extensive storm drainage network in place to prevent flooding by conveying water off the streets and into drainage channels. Its existing drainage system is an urban network that generally consists of curbside catch basins, inlet structures, and manholes connected by reinforced concrete laterals and main lines, draining into storm drain channels. The city has approximately 30 miles of drainage pipes and 300 miles of streets that are designed to withstand a 100-year storm event. Stormwater runoff is transported via this network to five major channels. These channels are lined with concrete and designed to accommodate a 200-year storm event:

- San Antonio Creek and Flood Control Channel. Located along the westerly and southwesterly limits of the city, it connects to Chino Creek going south;
- Chino Creek. Located along the southerly portion of the city in the Puente/Chino Hills, it joins to San Antonio Creek further south;
- Thompson Creek. Runs from north to south through the northern portion of the city, it bends westward and becomes North San Jose Creek;
- North San Jose Creek. Located in the western part of the city, it drains to the Whittier Narrows; and
- South San Jose Creek. Parallel to and south of North San Jose Creek in the western portion of the city, starting from the Corona Expressway and going southwest; drains to the Whittier Narrows.

Flood hazard vulnerability is low based on the ability of current flood control measures to effectively prevent the types of damaging floods that were experienced in the 1930s (City of Pomona, 2004). The remaining flood issues are restricted to localized street inundation during heavy storm events and the potential for flooding due to dam inundation. Although localized flooding occurs seasonally, it is has minimal impacts on the city due to its limited location and extent. Dam inundation is also considered a low hazard due to its low probability of occurrence and based on Emergency Action Plans that have been prepared and filed with the USACE and Metropolitan (City of Pomona, 2004). Overall, flood hazards are low in Pomona. Due to the limited scope of the hazard, no structures are directly vulnerable to flood damage and thus impacts would be **less than significant.**

The proposed General Plan Update includes goals and policies intended to minimize downstream flooding due to the additional of pervious surfaces. These include Goal 7G.G13 and Policies 7G.P45 through 7G.P48, which strive to minimize hazards associated with storm flooding, require analysis of existing deficiencies, require development of improvements within 5 years, require dedication of new open space areas for retention and groundwater recharge, and interagency coordination as part of a long-term flood management strategy.

Development facilitated by the proposed General Plan Update and Corridors Specific Plan could degrade runoff water quality by contributing chemicals associated with household, commercial, transportation, and landscape uses. Impacts associated with sources of polluted runoff arising from activities during construction and operation of potential developments are described in Impact 4.7-1, above. As discussed in Impact 4.7-1, such activities could result in an increase in polluted runoff, although water quality standards and waste discharge requirements would not be violated. Therefore, impacts to water quality would be **less than significant**.

Threshold	Would the proposed project require or result in the construction and/or expansion of new storm drain infrastructure that would cause significant environmental effects?

Impact 4.7-5 **Increases in stormwater runoff could require expansion of existing or provision of new storm drain facilities, the construction of which could result in significant environmental effects. However, with implementation of policies and regulations included in the proposed General Plan Update and Corridors Specific Plan, impacts would be Class III, *less than significant*.**

Policy 7G.P45 requires preparation of a Master Drainage Plan to analyze existing system deficiencies as well as proposed improvements to support development under the General Plan Update. Required storm drain facility upgrades identified could result in short-term construction impacts due to earth trenching and other earth moving activities. These impacts would be similar to those construction impacts described under Impact 4.7-1. In addition, other construction impacts anticipated to result from implementation of the General Plan Update and Corridors Specific Plan are comprehensively analyzed in Section 4.2 (*Air Quality*), Section 4.3 (*Biological Resources*), Section 4.9 (*Noise*), and Section 4.13 (*Transportation/Traffic*) of this EIR. It is not anticipated that construction of necessary storm drainage upgrades in and of itself would result in impacts separate from the General Plan Update or Corridors Specific Plan. Nonetheless, upgrades, expansion, and construction of necessary utilities to accommodate new development would be subject to project-specific environmental review. Impacts would be **less than significant**.

Threshold	Would the proposed project otherwise substantially degrade water quality?

Impact 4.7-6 **Development under the proposed General Plan Update and Corridors Specific Plan could result in the degradation of groundwater quality. However, with implementation of General Plan Update policies, impacts would be Class III, *less than significant*.**

Construction

In addition to potential degradation of surface water resources, as analyzed in Impacts 4.7-1 and 4.7-3, above, development facilitated under the proposed General Plan Update and Corridors Specific Plan could result in degradation of groundwater resources. Construction would involve earth-disturbing activities, such as trenching for underground utilities and pile driving for foundations, which could encounter and contaminate groundwater resources. The proposed General Plan Update includes goals and policies designed to minimize stormwater and erosional impacts during construction. Goals 7E.G13 and 7E.G14 require compliance with RWQCB regulations and the protection of groundwater and surface water resources that enter the city's storm drain system. Additional General Plan Update policies (7E.P21, 7E.P27, and 7E.P28) require development applications to follow NPDES requirements and implementation of BMPs to prevent or minimize erosion during construction. Impacts would be **less than significant**.

Operation

Degradation of groundwater quality would reduce the groundwater basin yield, diminishing production from existing activities and limiting future groundwater development. As determined in Impact 4.14.1-1 in Section 4.14 (*Utilities and Service Systems*) of this EIR, development under the proposed General Plan Update and Corridors Specific Plan would be adequately served by the existing water supply.

Common sources of groundwater contamination include leaking underground storage tanks, septic systems, oil fields, landfills, and general industrial land uses. Implementation of the proposed General Plan Update would not involve construction of oil fields or landfills. All lots intended for building development are required to be connected to a public sewer system. Therefore, degradation of groundwater quality from these sources would not result from development under the proposed General Plan Update.

Compliance with existing regulations would minimize any other potential sources of water quality degradation. As discussed in Impacts 4.7-1 and 4.7-3, above, a number of policies are also proposed as part of the General Plan Update, which would ensure groundwater degradation is kept to a minimum. Thus, with implementation of the proposed General Plan Update policies and compliance with existing regulations, including the City's Municipal Code, development under the proposed General Plan Update and Corridors Specific Plan would not otherwise degrade water quality. Impacts would be **less than significant**.

Threshold	Would the proposed project place housing within a 100-year flood hazard area as mapped on a Federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation?
Threshold	Would the proposed project place within a 100-year flood hazard area structures which would impede or redirect flows?
Threshold	Would the proposed project expose people or structures to a significant risk or loss, injury or death involving flooding, including flooding as a result of a levee or dam?

Impact 4.7-7 **Development under the proposed General Plan Update and Corridors Specific Plan would not place housing, structures, or people within a 100-year flood zone. However, Pomona is located within the dam inundation zone established for the San Antonio Dam and Live Oak Reservoir. With implementation of proposed General Plan Update policies and FEMA requirements, impacts related to dam inundation would be Class III, *less than significant*.**

Pomona does not lie within a 100- or 500- year floodplain, as delineated by the Federal Emergency Management Agency (FEMA, 2008). Although bisected by several waterways, these creeks have all been channelized, and remain dry except during storm events.

Goals and policies included in the proposed General Plan Update would further minimize risks associated with storm flooding. Under Policy 7G.P45, the City would continue the Department of Public Works' study of localized flooding hazards and identify needed improvements. Policy 7G.P46 would

ensure flood plain protection by retaining existing open space and creating new open areas needed to retain stormwater, recharge aquifers and prevent flooding. The City would maintain current flood hazard data and coordinate with the USACE, FEMA, Los Angeles County Department of Public Works and other responsible agencies to coordinate flood hazard analysis and management activities under Policy 7G.P47. Policy 7G.P48 would require that new development incorporate features into site drainage plans that would reduce impermeable surface area, increase surface water infiltration and minimize surface water runoff during storm events. Similarly, the Development Code in the Corridors Specific Plan includes a number of provisions to reduce impermeable surface area and increase surface water infiltration, which would further minimize runoff during storm events.

The potential for a flood event exists within Pomona in the form of dam inundation (City of Pomona, 2004). The city was built on the edges of the San Antonio Dam and Live Oak Reservoir inundation limits (as shown on Figure 4.7-2). Thus, structures are already present within the San Antonio Dam and Live Oak Canyon inundation areas. Future development under the proposed General Plan Update and Corridors Specific Plan could increase the number of multi-family and single-family development units within these inundation limits.

The USACE has established a Dam Safety Program to protect residents and businesses of the affected area in case of failure of the San Antonio Dam and Live Oak Reservoir. The primary objective of the Dam Safety Program is to maintain public safety by making sure that the dams owned and operated by the USACE are safe, and risks to the public are minimized. Furthermore, Sections 18-640 through 18-642 of the City's Municipal Code establish methods and provisions that would minimize flood damage to new development projects. In particular, Section 18-640 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 establish requirements for the construction of utilities within flood-prone areas. Therefore, impacts related to flooding under the proposed General Plan Update and Corridors Specific Plan would be **less than significant.**

Threshold	Would the proposed project expose people or structures to significant risk or loss, injury or death involving inundation by seiche, tsunami, or mudflow?

Impact 4.7-8 **Development facilitated by the General Plan Update and Corridors Specific Plan would not be inundated by seiche, tsunami, or mudflow. Impacts would be Class IV, *no impact*.**

Due to the city's geographic location, exposure of people or structures to significant risk or loss, injury or death involving inundation by seiche, tsunami, or mudflow is extremely unlikely. **No impact** would occur.

Proposed General Plan Update Goals and Policies

The proposed General Plan Update contains numerous goals and policies related to stormwater and urban runoff quality, quantity and flow the most relevant of which are identified below.

7E- Conservation Component

Water Resources

7E.G11 Promote the orderly and efficient operation and expansion of the water supply system to meet current and projected needs.

7E.G12 Continue to reduce City-wide water use.

7E.G13 Comply with the Los Angeles RWQCB regulations and standards to maintain and improve the quality of both surface water and groundwater resources.

7E.G14 Enhance the quality of groundwater and surface water resources, prevent their contamination, and reduce the amount of polluted runoff that reaches the City's storm drain system.

7E.P20 Transition to a pattern of development that uses water more efficiently as identified in the Pomona Tomorrow General Plan diagram.

7E.P21 For both private and public construction in new development and renovations, encourage rainwater and wastewater Best Management Practices (BMPs) to minimize rainwater runoff, and maximize rainwater and greywater collection and reuse.

7E.P22 Encourage the use of water efficient appliances and fixtures in new development and upgrades in existing development.

7E.P24 Encourage the use of drought tolerant plant species (especially native plants), and low water use irrigation such as drip irrigation and rainwater capture systems.

7E.P26 Continue to monitor water supply and demand to ensure that projections are consistent with the most recent Water and Recycled Water Master Plan, which projects adequate water supply for the City through the year 2025.

7E.P27 Continue working with the Los Angeles RWQCB in the implementation of the NPDES for the protection of surface water and groundwater quality.

7E.P28 Review and update rainwater and runoff Best Management Practices adopted by the City as needed. Consider developing and implementing a stormwater management program designed to ensure as much stormwater as soil infiltration rates permit is accommodated on individual sites throughout the City.

7E.P31 Support the efforts of the Sanitation Districts of Los Angeles County and other agencies to provide reclaimed water infrastructure throughout the region.

7G- Noise & Safety Component

7G.G13 Minimize hazards associated with storm flooding.

7G.P45 Prepare a Master Drainage Plan to analyze existing system deficiencies as well as proposed improvements to support development of the General Plan vision.

7G.P46 Ensure flood plain protection by retaining existing open space and creating new open areas needed to retain stormwater, recharge aquifers and prevent flooding.

7G.P47 Maintain current flood hazard data, and coordinate with the Army Corps of Engineers, FEMA, Los Angeles County Department of Public Works and other responsible agencies to coordinate flood hazard analysis and management activities.

7G.P48 Require that new development incorporate features into site drainage plans that would reduce impermeable surface area, increase surface water infiltration and minimize surface water runoff during storm events. Such features may include:

- Additional landscape areas, or rain gardens.
- Streets or parking lots with bio-infiltration systems.
- Permeable paving designs; and
- Stormwater detention basins.

Proposed Corridors Specific Plan Development Code

The proposed Corridors Specific Plan is consistent with and implements the vision, goals, and policies established in the General Plan as they specifically relate to the Garey Avenue, Holt Avenue, Mission Boulevard and Foothill Boulevard corridors. It does so by presenting a vision for the evolution and continued growth of these corridors, as well as regulations pertaining to land use and development within the Specific Plan Area and a program of planned actions and investments to help achieve the vision.

2.5 STREET REGULATIONS

2.5.1 IMPROVEMENTS TO EXISTING STREETS

K. Neighborhood Streets Public Frontage Improvement Specifications

Neighborhood Street improvements must include the following specification:

1. Pedestrian Zone
   i. Native/ water efficient, low groundcovers and shrubs, which require minimal irrigation and a low level of maintenance, be located within planting strips.

2.6 OPEN SPACE REGULATIONS

2.6.5 PRIVATE OPEN SPACE TYPES

A. Courtyard

3. Landscaping may consist of enriched/enhanced hardscape and/or planted areas including water efficient lawns, trees, plants in pots, fountains, etc.

D. Rooftop Deck or Garden

3. Gardens and green roofs are encouraged to help minimize heat sinks and to pretreat water from storms prior to it entering the storm drain system

2.6.7 STORMWATER MANAGEMENT TYPES

B. Source Control Management

1. Prevent discharge of contaminated runoff to the storm drain system or receiving waters by reducing the presence of onsite pollutant sources thereby minimizing and/or preventing potential pollutants from contacting rainwater or stormwater runoff.
2. Source Control Management includes:
   a. Educating the public on proper disposal of hazardous or toxic wastes, regulatory approaches, street sweeping and facility maintenance, and detection and elimination of illicit connections and illegal dumping.
   b. Prevent potential pollutants from contacting rainwater or stormwater runoff or to prevent discharge of contaminated runoff to the storm drain system or receiving waters.
   c. Reduce the creation or severity of potential pollutant sources or to reduce the alteration of the project site's natural flow regime.

C. Site Design & Treatment Control Types

Coordinate site design and building systems to remove pollutants from stormwater runoff prior to discharge to the storm drain system or receiving waters by creating project that attempts to mimic a natural hydrologic regime through the use of Site Design & Treatment Control Types including, but not limited to:

1. Landscaped Setback Area/Open Space
   a. Front Yard, Side Yard, or Rear Yard setback areas and Public or Private Open Spaces designed and maintained to receive runoff from adjacent impervious areas and slowly infiltrate the water into the ground.
2. Detention Basin/Pond
   a. An open system that captures stormwater temporarily. Water received by the system is slowly released at pre-development rates. Permanent pools of water are not held between storm events.
3. Retention Basin/Pond
   a. An open system with a permanent pool of water that captures stormwater and retains it between storms. Excess water received by the system is slowly released at pre-development rates.
4. Vegetated Swale/Strip
   a. A vegetated channel designed and maintained to transport shallow depths of runoff slowly over vegetation. In most soils, a vegetated swale also allows stormwater infiltration.
5. Rain Garden
   a. A vegetated depression designed and maintained to receive runoff from adjacent impervious areas and slowly infiltrate the water into the ground.
6. Landscaped Tree Well
   a. A landscaped area which can accommodate a tree in an otherwise paved area. The landscaped area is constructed to allow stormwater to slowly infiltrate into the ground as soil infiltration rates permit.
7. Grated Tree Well
   a. A hole that is covered by a grate which can accommodate a tree in an otherwise paved area. The hole is constructed to allow stormwater to slowly infiltrate into the ground as soil infiltration rates permit.
8. Permeable/Pervious Paving
   a. Paving materials that allow some stormwater to infiltrate through the paving and into the ground. Types of paving include pervious asphalt, pervious concrete, and permeable unit pavers used in driveways, walkways, parking lots, etc.

9. Green Roof
   a. A roof of a building that is partially or completely covered with vegetation and soil. The soil reduces run-off rates and the vegetation reduces runoff volume. The roof includes a waterproofing membrane and may also include additional layers such as a root barrier and drainage and irrigation systems.
10. Waterscape
   a. An open and sculpted pool, fountain or other permanent civic water feature that can capture stormwater and retain it between storms.
   b. Excess water captured by the system during storms can be used for irrigation, treated for other potable water uses, or slowly released at pre-development rates.
11. Rainwater Harvesting / Vault
   a. A vault, tank, or other structure that captures stormwater. The structure can be underground, above ground, or incorporated into a building
   b. Water captured by the system can be used for irrigation, treated for other potable water uses, or slowly released at pre-development rates.
   c. This management type is useful when there is insufficient space on the site to infiltrate the runoff or build a surface facility.

2.6.8 GENERAL OPEN SPACE AND SETBACK AREA GUIDELINES

B. Paved Areas

1. The grading of all paved areas and adjacent non-paved areas, the selection of paving materials, and the design of drainage facilities should maximize paving permeability and be configured to allow water run-off to percolate back into native soil as much as possible.
2. Paved areas should incorporate best management practices to control stormwater as outlined in the National Pollution Discharge Elimination System (NPDES) Guidelines – for more information refer to http://epa.gov/npdes/

C. Planted Areas

3. Stormwater Management

All landscaped areas including those constructed as part of street or sidewalk improvements should be designed to allow aquifer filtration and minimize stormwater run-off utilizing Stormwater Management Types see Section 2.6.7.

2.7 Parking Regulations

2.7.4 PARKING GUIDELINES

B. Parking Lots

2. Sub-surface construction is recommended to provide adequate root space to allow trees to grow for an extended period of time without hardscape damage as well as to assist with stormwater management.

D. Sustainability

1. Parking lots should utilize permeable paving systems and bio-filtration swales wherever possible, unless constrained by Fire Department restrictions or inappropriate due to soil conditions.
2. The size of surface parking lot paving areas should be minimized to reduce surface water runoff and minimize heat island effects.
3. Rooftop gardens or other rainwater capture and recycling systems are encouraged on flat portions of parking structure roofs in order to facilitate storm-water management, as well as add visual interest to the structure.

2.8 ARCHITECTURE REGULATIONS

2.8.2 ARCHITECTURAL GUIDELINES

C. Green Building Design Guidelines

1. Solar Access, Daylighting, Passive Solar Heating & Cooling
   f. Recommended rooftop green building features include:
      v. Rainwater collection systems.

Mitigation Measures

No mitigation measures are necessary, as the proposed General Plan Update policies and Corridors Specific Plan Development Codes fully mitigate the impacts.

Level of Significance After Policies/Mitigation Measures

Project impacts associated with hydrology would be less than significant under the proposed Pomona General Plan Update and Corridors Specific Plan.

4.8 LAND USE AND PLANNING

This section summarizes the city's land use characteristics—both the overall land use pattern as well as more detailed analysis by major land use type. Further analysis includes existing plans and focus areas with development potential. Analyses of characteristics of major land use types, individual subareas, identification of vacant and underutilized land, and recent development trends, help to assess the direction of, and opportunities for, future development.

4.8.1 Environmental Setting

Current Land Use Pattern

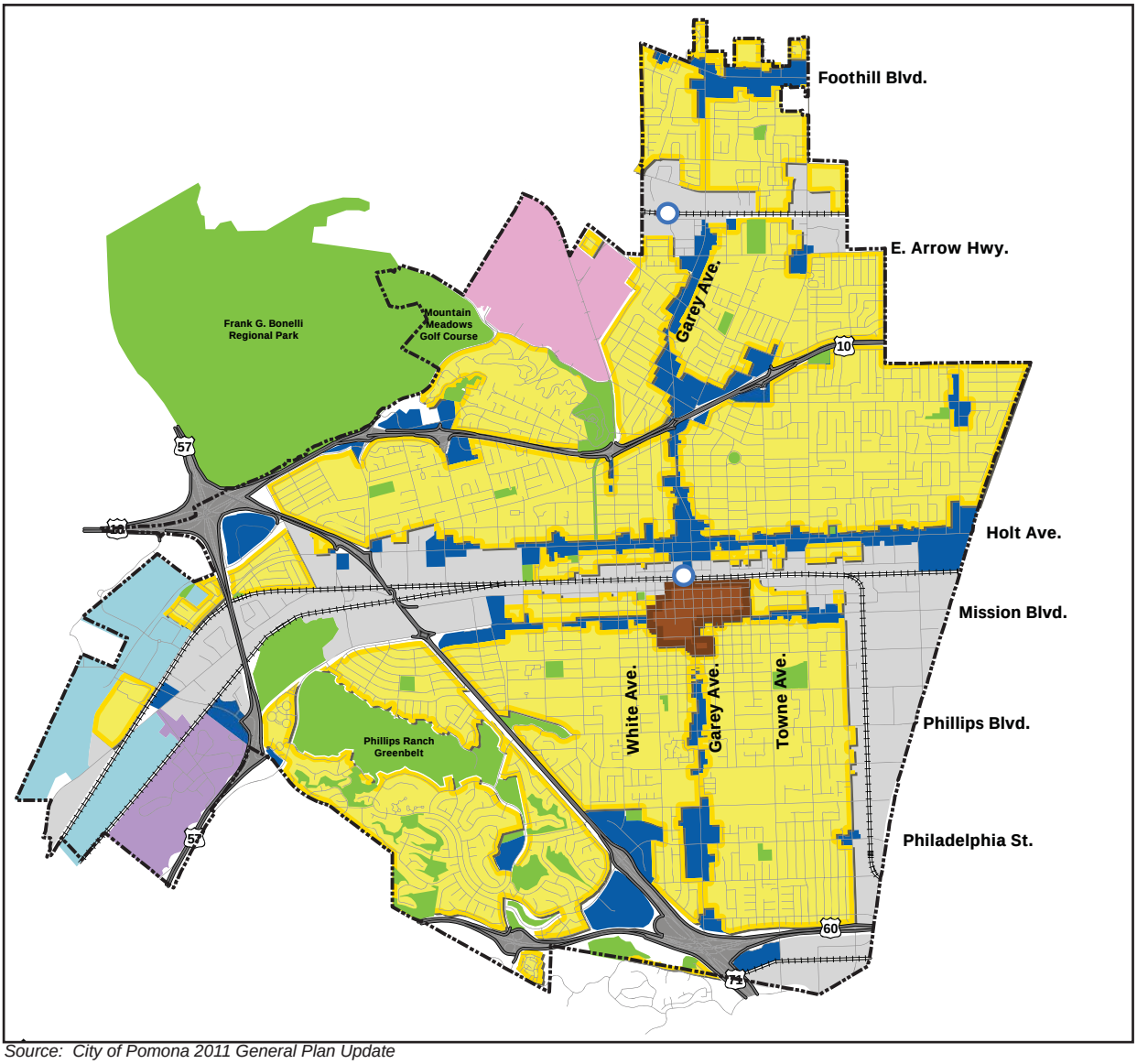
Figure 2-5 in Chapter 2, *Project Description,* which shows existing land use distribution in the city, reveals that the city is characterized by a diverse range of land uses. Almost half of the city's land area (48%) is devoted to public uses, including parks, dedicated open spaces, schools and community facilities, as well as streets and other rights-of-way. Housing accounts for 35% of the city's land area. Less predominant land uses include industrial (8%), commercial (4%), and office (1%). Vacant lands comprise only 4% of the land area and are located throughout the city, particularly in the older areas and in the industrial districts. Figure 4.8-1 shows the distribution of these existing land uses.

Pomona is a city with a full range of land uses that distinguish it from a residential suburban bedroom community or office and commercial edge city. This urban quality can be seen in the many distinct neighborhoods and districts, which include the following:

- A traditional downtown with retail, office, and civic uses;
- Active industrial areas serving a wide variety of needs, from incubator office space to heavy manufacturing, linked to markets by rail and road;
- Multiple commercial corridors;
- Civic uses serving a diverse community, including parks, schools and universities, churches and temples, community centers, and senior centers; and
- Established residential neighborhoods—from historic to contemporary with a range of housing types and densities.

These land uses are arranged in an overall pattern typical of a city Pomona's age, topography, and western U.S. location, as illustrated in Figure 4.8-1. The city's even topography and lack of physical constraints has allowed for a relatively uniform street grid with residential neighborhoods and commercial corridors radiating outwards from the traditional mixed-use downtown core. Residential neighborhoods located further away from the downtown and along the hillsides to the north and south were built later in the twentieth century and are more uniformly residential in use. At the western and eastern edges of the city, large industrial areas have developed with access to the railway and major transportation arteries.

Today Pomona is a largely built-out city with all large land areas developed, including most of the more remote hillsides. The majority of the city has limited physical constraints—steep hills are located in the western edge of the city, in the Phillips Ranch area to the south and the Ganesha Hills area to the north. Hillsides are predominantly residential in use with some preserved open spaces, particularly in Phillips



Source: City of Pomona 2011 General Plan Update

Note:
The southwestern portions of the property known as Elephant HIll should be shown as Planned Residential Development. The area designated Planned Residential Development includes all of APN 8707-020-001 and a portion of APN 8707-020-008.

Existing Land Use

Figure 4.8-1

Ranch. However, there are large nonresidential developments such as commercial uses along Temple Avenue and the Los Angeles County Fairplex north of the Mountain Meadows neighborhood.

In the lower-lying areas, the city is divided by three major freeways: SR-57 to the west; SR-71, which diagonally transects the western half of the city; and I-10, which divides the city into north and south. A fourth freeway, SR-60, runs east to west along the southern edge of the city, separating some limited residential uses, some major commercial uses (such as the Pomona Marketplace), light-industrial/business park uses, and the Diamond Ranch High School from the rest of the city.

Commercial Corridors

Pomona's network of east-west and north-south arterials includes the dominant commercial corridors of the city. Holt Avenue and Mission Boulevard parallel the Union Pacific Railroad that runs through the center of the city, and throughout all but the western part of the city are located ¼ mile north and south of it, respectively. Downtown is located in a half-mile wide area between these two streets, approximately a 10-minute distance by foot. Both of these arterials, which represented principal travel corridors through the city prior to the construction of I-10, are lined with older auto-oriented commercial uses, many of which are no longer vibrant. In the north-south direction, Garey Avenue is the principal commercial corridor, while Towne and other avenues have commercial uses along them as well. Along several of these arterials, office, institutional, and residential uses are mixed in with the commercial uses. Most of the city's mobile home parks are located along the arterials. Additional streets that are important commercial corridors but are shorter in length are Philadelphia/Rio Rancho (also the site of the Pomona Auto Mall) in the south and Indian Hill Boulevard in the northeast.

Other Districts

In between the major roadways are primarily residential neighborhoods. The residential neighborhoods in the center of the city—particularly between Alvarado and Phillips Boulevard—are mixed in character, use, and densities. Industrial areas are located at the eastern edge of the city (east of Reservoir Street), along the Union Pacific Railroad corridor in the western half of the city, and a smaller corridor along Arrow Highway in north Pomona. Other significant land uses are the Fairplex, which is inside the city limits in northwest Pomona, and Bonelli Regional Park, which is located to the west of Fairplex, outside the city limits along the border of Pomona and La Verne. Overall, the smallest parcels are in the center of the city with larger parcels and longer blocks further towards the city limits.

The central areas of the city are characterized by a highly diverse mix of residential, commercial, industrial, and civic uses, reflecting historical development trends. These areas extend east and west along the Union Pacific Railroad corridor, between Holt Avenue and Mission Boulevard. Although most of these areas are primarily residential, small-scale commercial, office, and industrial uses are mixed in with the single-family and multi-family homes. These areas are also where the higher density residential uses are most common with many second units and infill developments as well as apartment buildings. This mix of uses is common in older urban areas, which predate the comprehensive planning trends of the mid-to-late 20th century that tended to separate uses into distinct districts.

Overall Magnitude of Uses

The general distribution of land uses within the city is tabulated in Table 4.8-1. Although residential land uses are the most common in the city, Pomona is characterized by a diverse range of land uses as described previously. Public uses, including parks, dedicated open spaces, schools, and community facilities provide another large portion of land area in the city. Less predominant in terms of land area are industrial, commercial, and office uses; however, these uses are located along major corridors and comprise a significant amount of the highly visible land area. Vacant lands comprise a minor percentage of the total and are located throughout the city, particularly in the older areas and industrial districts.

Table 4.8-1 Existing Land Use Summary

Land Use Type	*Acres*	*% of Total*
Low-Density Residential	4,310	29.3%
Medium-Density Residential	591	4.0%
High-Density Residential	294	2.0%
Residential Total	*5,195*	*35.3%*
Retail Commercial & Shopping Centers	355	2.4%
Automotive, Motels, and Service Commercial	182	1.2%
Commercial Total	*537*	*3.6%*
Office	*114*	*0.8%*
Light Industrial	797	5.4%
Heavy Industrial and Outdoor Storage	413	2.8%
Industrial Total	*1,210*	*8.2%*
Parks and Open Space	864	5.9%
Public, Civic, and Institutional	2,254	15.3%
Education	396	2.7%
Public Lands Total	*3,514*	*23.9%*
Vacant Land	*597*	*4.1%*
Street and Other Rights-of-Way	*3,538*	*24.1%*
Total Land Area	***14,703***	***100%***

SOURCE: Dyett & Bhatia, 2004

Residential Land Uses

Although residential uses can be found in almost every area in the city, most Pomona residents live in predominantly low density, single-family residential neighborhoods, as shown in Table 4.8-1. Residential neighborhoods in the city are diverse, in terms of both their demographic makeup and their physical characteristics. The city has historic neighborhoods such as Lincoln Park and Wilton Heights, contemporary master planned subdivisions such as Phillips Ranch, and a diverse range of neighborhoods in between. There is a wide range of housing types, architectural styles, densities, unit sizes, costs, age, and neighborhood character. Broadly speaking, residential neighborhoods radiate out from downtown

Pomona, with older neighborhoods characterized by a greater mix of densities and architectural styles near the center and newer, more homogenous, neighborhoods further to the north and south.

As shown in Table 4.8-2, according to the U.S. Census Bureau, Pomona had approximately 40,136 housing units in 2010—up from 39,620 in 2000. A majority of these units were single-family homes (61.5 percent), with the remainder being multi-family homes (33.9 percent) and mobile homes or other (4.6 percent). Like most of Southern California, Pomona's housing stock reflects the post-war boom with most housing units built after 1950. As shown in Table 4.8-3, a slight majority (51 percent) of Pomona's housing stock is owner-occupied.

Table 4.8-2 Age of Housing Stock (2010)

Year Built	*Units*	*Percent of Total*
2000 to 2010	2,328	6.2%
1990 to 1999	2,127	5.3%
1980 to 1989	6,020	18.1%
1970 to 1979	6,221	11.8%
1960 to 1969	6,622	20.4%
1950 to 1959	8,830	18.2%
1940 to 1949	3,211	7.5%
1939 or earlier	4,776	9.7%
TOTAL UNITS	40,136	100%

SOURCE: U.S. Census Bureau, 2011 American Community Survey.

Table 4.8-3 Housing Tenure (2010)

	Housing Units	*Percent of Occupied*	*Percent of Total*
Occupied	36,638	100%	91%
Owner-occupied	18,759	51%	--
Renter-occupied	17,879	49%	--
Vacant	3,492	--	9%
Total	40,130	--	100%

SOURCE: U.S. Census Bureau, 2011 American Community Survey.

Even with a large and diverse supply of housing, demand still outpaces supply. When the current General Plan was adopted in 1976, the high vacancy rate was seen as a major challenge. Since that time, as Pomona and surrounding areas have continued to urbanize, vacancy rates have generally declined and housing affordability has become more of a concern. Although the vacancy rate has increased to a high level (9 percent in 2010) since the housing market downturn and foreclosure crisis that began during the last part of the previous decade, housing affordability remains a major challenge.

Commercial

Commercial land uses include retail commercial (storefronts and shopping centers), automotive-related commercial (gas stations and auto repair), and general commercial (wholesalers, business-to-business

sales, service commercial). The most prominent of the commercial land uses in Pomona is retail commercial (355 acres, or 2.4 percent of the city's total land area). The distribution of commercial land uses is illustrated in Figure 4.8-1.

The majority of the commercial uses in Pomona are concentrated along or at the intersections of the major transportation corridors. Of the 537 acres of commercial uses in the city, 409 acres are located along the north-south corridors of Garey Avenue, Towne Avenue, and Indian Hill Boulevard, and the east-west corridors of Foothill Boulevard, Holt Avenue, Mission Boulevard, and Philadelphia/Rio Rancho Road. These commercial properties are largely auto-oriented in design, with deep parking lots separating the storefronts from the sidewalk, although there are large stretches of smaller shops fronting the sidewalk and street. Types of commercial uses along these corridors are broken down in Table 4.8-4.

Table 4.8-4 Commercial Uses by Corridor

Corridor	*General Commercial (acres)*	*Retail Commercial (acres)*	*Shopping Centers (acres)*	*Visitor-Serving Commercial (acres)*	*Total*
Foothill Boulevard	11.5	6.4	14.1	3.1	35.1
Garey Avenue	19.6	62.1	31.4	2.7	115.7
Holt Boulevard	25.0	49.4	12.1	3.7	90.1
Indian Hill Boulevard	2.1	10.9	13.9	—	26.8
Mission Boulevard	28.9	28.6	—	2.5	60.0
Philadelphia/Rio Rancho	21.6	27.7	1.3	—	50.5
Towne Avenue	4.7	4.9	21.2	—	30.9
Total	***113.2***	***189.9***	***94.0***	***11.9***	***409.1***

In addition to strip commercial development, Pomona has a number of large commercial centers. Most of these can be classified as neighborhood centers in that they are of a size appropriate for serving one or more residential neighborhoods. These centers are typically anchored by a large grocery store, supported by smaller retail shops and service oriented businesses. Examples of these centers include Phillips Village Center, Foothill Square, Valley Center, Pomona Gateway Center, and the shopping center at Garey and Arrow. Although large, these centers are too small to accommodate regional-serving retail uses, such as those found at Ontario Mills, Montclair Plaza, or Chino Marketplace. The exceptions are Pomona Marketplace at the intersection of SR-71 and SR-60, and the Wal-Mart site at Rio Rancho Road and SR-60.

Other major commercial areas of note are downtown Pomona, which is currently in the midst of an ongoing revitalization effort. This recent revitalization has emphasized attractive pedestrian-oriented areas with multiple small storefronts. Downtown streets, particularly Second Street, have attracted a diverse mix of independent retailers, organized around the two thematic areas of the Arts Colony and the Antiques Row. Another important area is the former Pomona Auto Center, which is undergoing redevelopment with a new commercial center anchored by a Target store at the intersection of Rio Rancho Road and SR-71, east of the freeway.

Industrial and Office Uses

As a historic center of industry, Pomona has significant land area dedicated to industrial use, particularly light-industrial and business park type uses. There are two major industrial districts in the city, both taking advantage of excellent access to freeways and rail, and secondary industrial districts providing space for industrial activity, business development, and employment. In the western edge of the city, an industrial corridor runs east from Cal Poly Pomona along the corridor located between Mission Boulevard and Valley Boulevard/Holt Avenue. This area has a mix of light and heavy industrial uses. It is also home to the former General Dynamics facility, which is currently an underutilized property with potential for reuse.

The second industrial area in Pomona is on the east side of the city. This area is comprised of two major parts. The first is the primarily light industrial area east of Reservoir Street and south of Mission Boulevard. This area also extends past Highway 60 to the southernmost city boundary. The area south of Highway 60 is characterized by larger parcels and larger floor-plate light industrial and office uses, but is similar in character to the area north of the freeway. The second part of the eastern industrial area is between Mission Boulevard and Holt Avenue. This area is older, with smaller parcels and a greater mix of uses throughout. It also has a heavier industrial character, including outdoor storage uses. Along the eastern end of Mission Boulevard, there is a concentration of automotive salvage uses. A third and smaller industrial corridor follows the railroad between Arrow Highway and Bonita Road. This area is characterized by primarily light industrial uses, mostly organized into business park style developments.

Office uses are not a significant land use in Pomona, accounting for only one percent of the overall land area. In Pomona, offices are frequently located among the light industrial business parks of the city's industrial districts. These parks provide flexible and affordable space, usually with ample parking and attractive landscaping. In addition, there is a cluster of office uses in downtown Pomona and small scale office uses along the major commercial corridors.

Public, Civic, and Institutional Uses

After residential uses, public lands are the most prevalent land use type in terms of acreage. These lands consist of parks and dedicated open spaces, schools, civic uses such as City Hall, the library, community centers, churches and religious facilities, and other quasi-public uses. Unlike other uses that are most appropriately organized into clusters, these uses are located throughout the city. Pomona also has many large scale public uses, colleges, government headquarters and law courts, which are located efficiently in the downtown area. Cal Poly Pomona is located outside city limits and is not included in this total.

Fairplex

One of the most prominent public land uses in the city is the Fairplex. Home of the Los Angeles County Fair, the Fairplex occupies 487 acres in northwest Pomona. Although best known for the annual fair, the site hosts events year-round and its governing body, the Los Angeles County Fair Association, is active in

seeking new ways to expand events and activity on the site. Currently, major land uses at the Fairplex include the following[1]:

- 325,000 square feet of indoor exhibit space;
- A 247-suite hotel (Sheraton Suites Fairplex Hotel);
- A child development center;
- The Millard Sheets gallery;
- A recreational vehicle park;
- 12 acres of carnival grounds; and
- Approximately 250 acres of paved parking area (enough to accommodate 40,000 vehicles).

The Fairplex is also home to significant equestrian facilities including Fairplex Park, a major horse racing facility with grandstand and 5/8-mile racetrack, and the Barretts Equine Limited, an equine auction complex. Major events at the Fairplex, in addition to the County Fair, include auto racing, car shows, trade and consumer shows, agricultural events, and music festivals. In addition to the recently completed Trade and Conference Center, future plans for the Fairplex include a potential Homeland Security Center, improved transportation links, and expansion of Fairplex Park.[2]

Vacant and Underutilized Lands

As mentioned above, the majority of land area in Pomona is developed. However, approximately 4.1 percent of the total land is classified as vacant. Some of this land is already planned for development and much of the remaining vacant land is poorly located, unimproved, or too small to allow for large-scale coordinated development. Nevertheless, there are many vacant parcels that may be appropriate for infill development if development standards allow for smaller lot development.

Pomona has a substantial inventory of underutilized lands—lands where the use or building is not equivalent to the value or potential of the land. Some of these parcels, most notably in the industrial districts of the city, are large enough to accommodate substantial redevelopment. Defining an underutilized parcel varies based on the specific circumstances of the surrounding area, but in general it is based on two criteria:

- **Floor Area Ratio**—Opportunity sites have low floor area ratios compared to the surrounding area. Floor area ratio (FAR) refers to the amount of building floor area in comparison to the total site area. Low FAR means that a building is not using much of the site area.
- **A/V Ratio**—Opportunity sites have low A/V ratios. A/V ratios refers to assessed building value compared to land value. A low A/V ratio translates into land value being worth more than building value.

Vacant and underutilized lands are located throughout the city, particularly smaller parcels; however, they are more common in older neighborhoods and districts, particularly in those areas with a greater mix of uses. These parcels allow some opportunities for infill and intensification.

[1] www.fairplex.com
[2] Fairplex, Generating Value for Generations. Annual Economic Impact Report.

Existing Plans

At the center of the existing planning framework that governs development in Pomona is the General Plan, which sets forth the City's basic vision and policies for development. Additionally, large areas of Pomona, such as Downtown, Philips Ranch, and Mountain Meadows, are governed by specific plans.

1976 General Plan

Pomona's current General Plan was last updated in 1976, although minor amendments have been made since then. The plan consists of two volumes. The first volume—*Profiles*—contains the existing conditions data at the time of the general plan drafting. The second volume—*General Plan*—contains the goals, policies, and implementation programs which have governed all development for the past 36 years. The General Plan is structured around six "functional elements": Environmental Resources, Community Design, Residential, Economic Development, Circulation-Transportation, and Human Resources, plus the Plan for Land Use.

The land use focus of the 1976 General Plan is the Plan for Land Use section which established controls for the amount and location of new development with a set of mapped land use categories. Further, as the General Plan is a comprehensive and internally consistent document, policies in the other elements have implications for land use. The goals, objectives, and policies in the General Plan are intended to provide the broad vision and guidance for area or specific plans, zoning regulations, and detailed land development plans and guidelines. Some of the key goals and objectives related to land use are summarized in Table 4.8-5.

Specific Plan Areas

Downtown Pomona Specific Plan

The Downtown Pomona Specific Plan contains a vision for the downtown and an implementation program. The plan covers an area of 380 acres in central Pomona bounded by Holt Boulevard to the north, Towne Avenue to the east, Mission Boulevard to the south, and White Avenue to the west. The plan was originally adopted in May 1994, and major revisions to the plan were adopted in August 2005, January 2006, and May 2007. The plan was developed in part to accommodate projected demand up to the year 2005.

The Specific Plan seeks to identify ways to create an economically viable downtown, accommodating new uses while providing for existing businesses and residents. It sees the potential to create a lively, pedestrian-oriented downtown with weekend and night-time activity. The goal to achieve the vision is through a combination of mixed-use development, historic preservation, a unifying design theme, new parks and recreational opportunities, and through improving on connections to the downtown commuter rail station. The Specific Plan also provides detailed development standards and recommended urban design interventions. The urban design recommendations address design concepts for the downtown as a whole and for the distinct geographic areas within it, including: linkages (both vehicular and pedestrian circulation); pedestrian oriented streets with street level uses and improved urban design elements such as signage, lighting, and public art; and protections for unique architectural styles.

Table 4.8-5 Land Use Related Policies from 1976 General Plan

Element	*Goals and Objectives*
Residential	Ensure citizens have an equal opportunity to obtain the housing of their choice
	Ensure that housing structures are safe, attractive, and well maintained, and that residential structures not suited for housing are recycled
	Promote the concept of attractive, quality residential environments
	Encourage maintenance of the existing housing stock in standard condition
Economic Development	Monitor national, state, and local area trends regarding the supply and demand and innovation of housing techniques
	Encourage the location of new planned residential developments such that there is convenient access to park, recreation, and open space facilities
	Support neighborhoods that seek to be different so long as it does not detract from the livability of any surrounding neighborhood
	Protect the livability of neighborhoods, to prevent the intrusion of incompatible land uses and environmental hazards such as noise, noxious fumes, and through traffic into residential areas
	Encourage the development of lower density planned developments
	Be receptive to medium or higher density residential uses if properly located
	Protect the character of viable neighborhoods prematurely zoned for other uses
	Create a systematic grouping commercial and professional uses within the community whose location, type, and size, is related to the kinds of goods and services available and the frequency of their need
	Revitalize the central core as the City's primary focus with a variety of uses
	Develop plans for upgrading the efficiency, convenience, and appearance of existing commercial streets and to develop design alternatives for future commercial development along major arterial streets
	Assure a quality environment for both industry and neighboring activities
	Encourage the mixture of compatible land uses in areas of concentrated high-activity
	Channel new commercial development into the central-core area which effectively strengthen the area's focus as a commercial and business center
	Provide an adequate amount of land for the necessary expansion of Pomona's existing industrial base and an additional readily available reserve of industrial land for future development

SOURCE: City of Pomona, 1976 General Plan.

Phillips Ranch, Mountain Meadows, and Kellogg Specific Plans

In addition to the Downtown Pomona Specific Plan, five other specific plan areas (SPAs) are also present in the City.

- **Phillips Ranch**—Phillips Ranch SPA is the largest of the SPAs, covering 1,430 acres in the Puente/Chino Hills area. Phillips Ranch is primarily residential with a large open space network and a commercial center (Phillips Village Center). Phillips Ranch was completed in the mid 1980s.
- **Mountain Meadows**—Mountain Meadows SPA is located on 105 acres in northwest Pomona, near Fairplex and the Ganesha Hills neighborhood. The SPA is a residential neighborhood of single-family attached and detached homes with an open space network running through the community. The SPA is fully developed.
- **Kellogg/University Corporate Center**—The Kellogg SPA, also known as University Corporate Center, is a master planned 52 acre business park located in west Pomona, at the confluence of Highways 10, 57, and 71 and adjacent to Cal Poly Pomona. The plan allows for 1,500,000 square

feet of research and development, office, hotel, retail, and other supporting uses. Currently, the SPA is partially developed with a few large parcels remaining. DeVry University Pomona is located at this site with other office uses.

- **Pomona Valley Hospital Medical Center (PVHMC)**—PVHMC SPA encompasses approximately 40 acres of land within three non-contiguous areas that contain the core Medical Center facilities, a Cancer Center. medical offices and specialized outpatient care facilities, administrative offices and related Medical Center support facilities. These properties are generally located in and around 1798 North Garey Avenue. The plan provides a framework for long-term growth and development of PVHMC as it responds to the medical needs of the community and its requirement to comply with SB 1953 hospital seismic safety requirements.
- **Mission-71 Business Park**—The Mission 71 Business Park is located at the intersection of the Chino Valley (71) Freeway and Mission Boulevard on the eastern portion of what was once the General Dynamics plant. This Specific Plan, which is designed to facilitate adaptive re-use of the General Dynamics plant, allows primarily warehouse and manufacturing uses.

Proposed General Plan Update and Corridors Specific Plan

As already discussed, Pomona is very much a built-out city, with a limited inventory of large, unconstrained, vacant properties available for new development. However, Pomona is also a city in transition, with some areas undergoing redevelopment and intensification and others showing potential for new uses or infill development. These areas do not reflect the majority of land area in Pomona as most of the city is made up of stable residential, commercial, and industrial areas that will not change substantially as the new General Plan Update and Corridors Specific Plan are implemented through the year 2035. Therefore, efforts to plan for new development will be focused on infill and reuse, emphasizing those areas of the city where opportunities are the strongest, where disruptions to existing neighborhoods are minimal, and where community support is highest.

Focus Areas

The General Plan Update focuses projected growth within 13 focus areas that are projected to provide nearly 44% of the expected growth in population for the city as a whole, as shown in Figure 2-10 and Table 2-5 in Chapter 2, *Project Description*. Of these 13 areas, all but the Fairplex, PVHMC, and portions of Downtown are encompassed by the proposed Corridors Specific Plan, which implements the goals and policies of the General Plan Update along the Holt Avenue, Mission Boulevard, Garey Avenue, and Foothill Boulevard Corridors, as well as, potentially and to a lesser geographic extent, in certain Plan Area Expansion Zones along these corridors.

Areas with Potential for Change

The General Plan Update identifies those areas of the city with the potential for the most change in the short term (five years), medium term (10 years), and the long term (20 years), as shown in Figure 2-6 in Chapter 2, *Project Description*. These areas are primarily found along the main roadway corridors of the city and in the Downtown. An exception to this is the Fairplex area, which is expected to have a high percentage of properties with potential for change in the medium term, but is not located on one of the corridors mentioned above. For a more detailed description of the land use pattern proposed by the

General Plan Update and implemented through the proposed Corridors Specific Plan, please refer to Section 2.3.3, *General Plan Land Pattern and Potential for Change* in Chapter 2, *Project Description*.

4.8.2 Regulatory Framework

Federal

There are no federal regulations related to land use that apply to the proposed project. Instead the Southern California Association of Governments (SCAG), which is the designated Metropolitan Planning Organization for six Southern California counties (Los Angeles, Ventura, Orange, San Bernardino, Riverside, and Imperial), is federally-mandated to develop plans for transportation, growth management, hazardous waste management, and air quality. See the discussion below for more details.

State

There are no state regulations related to land use that apply to the proposed project.

Regional

Southern California Association of Governments (SCAG)

. SCAG has several planning documents that apply to the proposed General Plan Update and Corridors Specific Plan, discussed below.

SCAG Southern California Compass

SCAG produces the Southern California Compass (also sometimes referred to as the Compass Blueprint or Regional Blueprint), a growth vision for the SCAG region. The latest Southern California Compass Growth Vision Report (SCAG, June 2004) was developed through a collaborative process including public workshops to solicit community input, spearheaded by the Growth Visioning Subcommittee, which consists of civic leaders from throughout the region. The fundamental goal of the Growth Visioning effort is to make the SCAG region a better place to live, work, and play for all residents regardless of race, ethnicity or income class. Thus, decisions regarding growth, transportation, land use and economic development should be made to promote and sustain for future generations the region's mobility, livability and prosperity. SCAG's Regional Comprehensive Plan (RCP) and Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) are designed to be consistent with and implement the principles of the Compass. Specific growth visioning principles and strategies are discussed in Section 4.8.4 (Project Impacts), below.

SCAG Regional Comprehensive Plan

SCAG has prepared the 2008 RCP in conjunction with its constituent members and other regional planning agencies. The 2008 RCP is intended to serve as a framework to guide decision-making with respect to the growth and changes that can be anticipated through the year 2035. The Plan features nine chapters that focus on specific areas of planning or resource management and contain goals, policies, implementation strategies, and technical data that support four guiding principles for the region,

including (1) improving mobility for all residents, (2) fostering livability in all communities, (3) enabling prosperity for all people, and (4) promoting sustainability for future generations. Local governments are required to use the RCP as the basis for their own plans and are required to discuss the consistency of projects of "regional significance" with the RCP. Specific growth management, regional mobility, and air quality policies of the RCP are discussed in the Section 4.8.4 (Project Impacts), below.

SCAG Regional Transportation Plan/Sustainable Communities Strategy

The Regional Transportation Plan (RTP) is a long-range transportation plan that is developed and updated by SCAG every four years. The RTP provides a vision for transportation investments throughout the region. Using growth forecasts and economic trends projected out over a 20-year period, the RTP considers the role of transportation in the broader context of economic, environmental, and quality-of-life goals for the future, identifying regional transportation strategies to address the region's mobility needs. The Sustainable Communities Strategy (SCS) is a newly required element of the RTP. The SCS integrates land use and transportation strategies that will achieve ARB emissions reduction targets mandated under SB 375, a State law enacted to reduce greenhouse gas emissions from automobiles and light trucks through integrated transportation, land use, housing and environmental planning (SCAG website, November 2012). The 2012-2035 RTP/SCS contains goals and policies pertinent to the proposed General Plan Update and Corridors Specific Plan. Relevant goals and policies of the RTP/SCS are discussed in Section 4.8.4 (Project Impacts), below.

Local

Zoning

Zoning is the instrument that implements the land use designations of the General Plan. In addition to establishing permitted uses, zoning may also establish development standards relating to issues such as intensity, setbacks, height, and parking. Projects submitted for review and approval are generally evaluated for consistency with the zoning designations.

Zoning Districts

Pomona's General Plan and Zoning Ordinance control the boundaries of the zoning districts in the city as well as the zoning regulations that are in effect in each district. Zoning districts are designed to protect citizens and their homes and businesses from conflicting activities in scope or purpose within the vicinity. For example, a commercial business cannot be conducted in a residential area except under certain conditions. The city is divided into 24 zoning districts that fall under four general categories, as follows:

- Residential Zoning Districts
  - R-1 Single-Family Residential
    - R-1-20,000 (20,000 square foot lot area)
    - R-1-10,000 (10,000 square foot lot area)
    - R-1-7,500 (7,500 square foot lot area)
    - R-1-7,200 (7,200 square foot lot area)
    - R-1-6,000 (6,000 square foot lot area)
  - R-2 (Low Density Multi-Family Residential)

- R-3 (Medium Density Multi-Family Residential)
- R-4 (High Density Multi-Family Residential)
- PRD (Planned Residential Development)
- R-MHD (Residential-Manufactured Housing Development)

- Commercial and Industrial Districts
  - A-P (Administrative and Professional Office)
  - C-1 (Neighborhood Stores and Services Commercial)
  - C-2 (Neighborhood Shopping Center Commercial)
  - C-3 (General Commercial)
  - C-C (Community Shopping Center Commercial)
  - C-4 (Highway Commercial)
  - C-IND (Commercial-Industrial)
  - M (Special Industrial)
  - M-1 (Light Industrial)
  - M-2 (General Industrial)
- Special Purpose Districts
  - F (Fairgrounds)
  - O (Publicly Owned Land)
  - Civic (Civic Supplementary Use)
  - SP (Specific Plan)
- Overlay Districts
  - R-1-E Overlay (Single-Family Residential Overlay)
  - PD Overlay (Planned Development Overlay)
  - S (Supplemental Use Overlay)
  - H (Hillside Overlay)
  - SH (Senior Housing Overlay)

4.8.3 Thresholds of Significance

The following thresholds of significance are based on Appendix G to the *State CEQA Guidelines*. For purposes of this EIR, implementation of the proposed project may have a significant adverse impact if it would do any of the following:

- Physically divide an established community
- Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect
- Conflict with any applicable habitat conservation plan or natural community conservation plan
- Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use
- Conflict with existing zoning for agricultural use, or a Williamson Act contract
- Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use

4.8.4 Project Impacts and Mitigation

Analytic Method

The analysis in this section focuses on the compatibility of land uses identified in the proposed project with existing and planned land uses within the area covered by the proposed General Plan Update and Corridors Specific Plan, as well as consistency with any applicable land use plans, policies, or regulations.

Project Impacts

Threshold	Would the proposed project physically divide an established community?

Impact 4.8-1 **Implementation of the proposed General Plan Update and Corridors Specific Plan would not physically divide an established community. Impacts would be Class III, *less than significant*.**

Pomona is a built-out city, with a limited inventory of large, unconstrained vacant properties available for new development. The majority of land area in Pomona is made up of stable neighborhoods that will not change substantially in the upcoming decades. The General Plan Update and Corridors Specific Plan focus new development opportunities on infill and reuse, emphasizing those areas of the city where opportunities are the strongest and where disruptions to existing neighborhoods are minimal. The General Plan Update identifies 13 Focus Areas that the City believes have the highest potential for change through the year 2035. These areas were chosen based on meeting specific criteria, including containing parcels or groups of parcels that are vacant or underutilized. With few exceptions, the focus areas are larger than sites with specific opportunities for development (opportunity sites) in order to emphasize the need to plan comprehensively for an area and to consider the opportunity site in context. None of these areas or other proposed development in the city includes any extensions of roadways or other development features through currently developed areas that could physically divide an established community. Rather, the General Plan Update contains goals and policies to unite the city's existing districts and neighborhoods with an overall city identity that builds upon Pomona's existing urban structure, as well as goals and policies to make improvements to the city's transportation network that focus on improving mobility through means other than constructing new roads.

The protection of residential neighborhoods is an objective of the General Plan Update. While some parts of the city are expected to undergo change over time, the Plan seeks to ensure that existing residential neighborhoods are fully shielded from potential adverse impacts of changes elsewhere. The Land Use & Density Component (7A) includes goals and policies to maintain the existing character of established neighborhoods by ensuring that infill development is in keeping with the scale, bulk, and density of existing development, and by providing transition zones between areas that are planned to accommodate increased development and existing residential neighborhoods. Policies in the Mobility & Access Component (7D) promote increased density of development within existing transportation corridors. Furthermore, the Community Design Component (7F) directs growth to integrate with and improve the existing environment in terms of site design, architectural treatments, character, scale, height, pedestrian amenities, streetscape, and other land use and design considerations. The Corridors

Specific Plan provides regulations and development standards to implement these goals and policies along specific corridors in the city.

As the General Plan Update and Corridors Specific Plan strive to improve neighborhood connectivity through their goals, policies, regulations, and development standards, and propose no substantial land use or circulation changes that would physically divide an established community, this impact would be **less than significant**.

Threshold	Would the proposed project conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?

Impact 4.8-2 **Implementation of the proposed General Plan Update and Corridors Specific Plan would be generally consistent with applicable land use plans, policies, or regulations. Minor policy changes are recommended to address any potential inconsistencies. Impacts would be Class II, *significant but mitigable*.**

Several regionally and locally adopted land use plans, policies, and regulations are applicable to development under the proposed General Plan Update and Corridors Specific Plan. These include the South Coast Air Quality Management District's (SCAQMD's) 2012 Air Quality Management Plan; SCAG's Southern California Compass Growth Vision, Regional Comprehensive Plan and Guide (RCP), and Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS); the City of Pomona Development Code; and Specific Plans adopted by the City. Consistency of the proposed project with the 2012 Air Quality Management Plan is discussed under Impact 4.2-1 of Section 4.2 (Air Quality).

The SCAG regional plans cover all of Los Angeles County, which includes Pomona, and five other counties within Southern California. The consistency of the proposed General Plan Update and Corridors Specific Plan with applicable policies of the SCAG plans mentioned above is provided in Table 4.8-5 through 4.8-7. Policies that call for action on the part of other, higher levels of government such as SCAG or the state or federal governments alone, or on the part of developers alone, are not included because they are outside the power of the City to accomplish.

Table 4.8-6 SCAG Southern California Compass Principles

SCAG Southern California Compass Principles	*Project Consistency*
Principle1: Improve mobility for all residents. • Encourage transportation investments and land use decisions that are mutually supportive. • Locate new housing near existing jobs and new jobs near existing housing. • Encourage transit-oriented development. • Promote a variety of travel choices.	**Consistent.** The goals and policies contained within the proposed General Plan Update, and the regulations and development standards contained in the Corridors Specific Plan, are mutually supportive. Together they support higher intensity transit-oriented and mixed-use development located around public transit stations; mixed use development that would encourage housing near jobs and vice versa; accommodation and prioritization of pedestrian and bicycle movement in the design of buildings, landscaping, and streets; expanding the availability of alternative transit modes; and the use of transportation to encourage desirable land use patterns.
Principle 2: Foster livability in all communities. • Promote infill development and redevelopment to revitalize existing communities. • Promote developments which provide a mix of uses. • Promote "people-scaled", walkable communities. • Support the preservation of stable, single-family neighborhoods.	**Consistent.** The proposed General Plan Update and Corridors Specific Plan rely largely on infill development and redevelopment to accommodate projected growth and achieve the goal of the General Plan to improve the livability and cultural life of the community, and the goal of the Corridors Specific Plan to support and promote the type of investment that will enhance the beauty and vitality of the city's primary commercial corridors. The General Plan Update and Corridors Specific Plan also promote mixed use development, place emphasis on pedestrian orientation and scale in the design of buildings and streets, and seek to ensure that the scale and character of established neighborhoods is preserved and fully shielded from potential adverse impacts of changes elsewhere.
Principle 3: Enable prosperity for all people. • Provide a variety of housing types in each community to meet the housing needs of all income levels. • Support educational opportunities that promote balanced growth. • Ensure environmental justice regardless of race, ethnicity or income class. • Support local and state fiscal policies that encourage balanced growth. • Encourage civic engagement.	**Consistent.** The proposed General Plan Update contains, and the Corridors Specific Plan implements, goals, policies, regulations, and development standards that promote a balanced mix of uses and promote housing – especially move-up workforce housing – of a variety of types in diverse settings. For example, Goal 7A.G2 is to "Promote a balanced mix of uses throughout the City that can be part of an integrated and sustainable local economy that supports harmonious diversity and economic prosperity". They also take into account the goals of the Youth and Family Master Plan, which is devoted to, among other things, mobilizing, educating, and engaging all community members, media, and the general public. Policy 7A.P2 of the General Plan Update is to "Continually monitor land use in the City to ensure a balanced inventory of sufficient land offering appropriate use designations". The proposed Corridors Specific Plan implements and is consistent with the General Plan Update.

Table 4.8-6 SCAG Southern California Compass Principles

SCAG Southern California Compass Principles	*Project Consistency*
Principle 4: Promote sustainability for future generations. • Preserve rural, agricultural, recreational and environmentally sensitive areas. • Focus development in urban centers and existing cities. • Develop strategies to accommodate growth that use resources efficiently, eliminate pollution and significantly reduce waste. • Utilize "green" development techniques.	**Consistent.** The Conservation Component and Open Space Network Component of the proposed General Plan Update contain goals and policies to preserve the city's sensitive ecological areas and protect its open space and recreational resources. The General Plan Update and Corridors Specific Plan promote infill development and redevelopment within focus areas and corridors located within already-urbanized areas, which will help to use resources efficiently. Mobility and Access policies seek to increase the availability of alternative modes of travel, which will reduce reliance on the automobile and help reduce pollution. The General Plan Update also contains policies to encourage sustainable, "green" building principles and practices into the planning, design, construction, management, renovation, operations, and demolition of all facilities that are constructed, owned, managed, or financed by the City (see Policies 7E.P1, 7F.P16, and 7F.P17).

Table 4.8-7 SCAG Regional Comprehensive Plan Policies

SCAG RCP Policies	*Project Consistency*
Land Use and Housing Chapter	
LU-2.1. All stakeholders should leverage state infrastructure bond financing, including the Department of Housing and Community Development's Transit Oriented Development program and should support legislation that will target infrastructure bond funds for regions with adopted growth visions such as the Compass Blueprint and for projects consistent with these visions.	**Consistent.** The proposed General Plan Update and Corridors Specific Plan specify several Transit Oriented Districts throughout the city, and contain goals and policies to encourage development of housing in these areas. For example, Policy 7B.P5 of the General Plan Update is to "Use regulations, capital improvements, and economic incentives to support and encourage development of housing types that are attractive to compact one and two person households."
LU-4. Local governments should provide for new housing, consistent with State Housing Element law, to accommodate their share of forecast regional growth.	**Consistent.** The proposed General Plan Update contains a discussion of land use, including the provision of new housing, in several sections of the document including Section 7-A, *Land Use & Density*. The General Plan Update also contains goals and policies to accommodate future growth. While the General Plan Update does not include an updated Housing Element, the City's current Housing Element covers the period 2008-2014, and contains goals and policies designed to accommodate the City's share of forecast regional growth. The proposed Corridors Specific Plan implements and is consistent with the General Plan Update.

Table 4.8-7 SCAG Regional Comprehensive Plan Policies

SCAG RCP Policies	*Project Consistency*
LU-4.1. Local governments should adopt and implement General Plan Housing Elements that accommodate housing needs identified through the Regional Housing Needs Assessment (RHNA) process. Affordable housing should be provided consistent with RHNA income category distributions adopted for each jurisdiction. To provide housing, especially affordable housing, jurisdictions should leverage existing State programs such as HCD's Workforce Incentive Program and density bonus law and create local incentives (e.g., housing trust funds, inclusionary zoning, tax-increment-financing districts in redevelopment areas and transit villages) and partnerships with non-governmental stakeholders.	**Consistent.** As stated above, the City already has an adopted Housing Element covering the period 2008-2014 that accommodates the provision of the City's share of growth forecast through the RHNA process. The City's plan to leverage funding sources in order to help achieve its housing goals is contained within that document. The proposed Corridors Specific Plan implements and is consistent with the General Plan Update.
LU-5. Local governments should leverage federal and State and local funds to implement the Compass Blueprint.	**Consistent.** As demonstrated throughout this analysis, the proposed General Plan Update and Corridors Specific Plan are for the most part consistent with the Compass Blueprint. City, state, or federal funds expended to implement the General Plan Update and Corridors Specific Plan would therefore also help implement the Compass Blueprint.
LU-5.1. All stakeholders should leverage state infrastructure bond financing, including the Department of Housing and Community Development's Transit Oriented Development program and should support legislation that will target infrastructure bond funds for regions with adopted growth visions such as the Compass Blueprint and for projects consistent with these visions.	**Consistent.** The proposed General Plan Update and Corridors Specific Plan specify several Transit Oriented Districts throughout the city, and contain goals and policies to encourage development of housing in these areas. For example, Policy 7B.P5 of the General Plan Update is to "Use regulations, capital improvements, and economic incentives to support and encourage development of housing types that are attractive to compact one and two person households."
LU-5.2. Subregional organizations should leverage the federal transportation planning funds available at the subregional level, to complete projects that integrate land use and transportation planning and implement Compass Blueprint principles.	**Consistent.** The policies of the proposed General Plan Update and Corridors Specific Plan support collaboration with regional transportation planning and transit agencies to plan for the efficient allocation of transportation resources, and to achieve timely implementation of programmed freeway and interchange improvements.
LU-6. Local governments should consider shared regional priorities, as outlined in the Compass Blueprint, Regional Transportation Plan, and this Regional Comprehensive Plan, in determining their own development goals and drafting local plans.	The consistency of the proposed General Plan Update and Corridors Specific Plan with regional priorities as expressed through the policies of the Compass Blueprint (Southern California Compass), the Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), and the Regional Comprehensive Plan (RCP), is analyzed in Tables 4.8-5 through 4.8-7.

Table 4.8-7 SCAG Regional Comprehensive Plan Policies

SCAG RCP Policies	*Project Consistency*
LU-6.1. Local governments should take a comprehensive approach to updating their General Plans, keeping General Plans up-to-date and providing progress reports on updates and implementation, as required by law.	**Consistent.** The proposed General Plan Update is a comprehensive update of the City's General Plan, covering all Elements of the General Plan required under State law, except for the Housing Element, which was recently updated by the City and covers a period through 2014. The General Plan Update also includes an Implementation Volume that contains the formal actions that the City will perform to achieve the vision established in the General Plan, including the formal process for implementing and amending the General Plan; identification of focus areas that require specific planning outside of the General Plan; a list of programs that the City will use to implement the General Plan; and a list of the goals and policies which establish specific steps to implement the Plan. The proposed Corridors Specific Plan implements and is consistent with the General Plan Update.
LU-6.2. Developers and local governments should integrate green building measures into project design and zoning such as those identified in the U.S. Green Building Council's Leadership in Energy and Environmental Design, Energy Star Homes, Green Point Rated Homes, and the California Green Builder Program.	**Consistent.** The proposed General Plan Update contains various policies encouraging the incorporation of green building measures into project design. For example, Policy 7E.P1 calls for the City to prepare a Green Plan [the draft of which is included as part of the proposed project]. The proposed Green Plan focuses on: 1) Land Use and Community Design; 2) Green Building; 3) Efficient Transportation; 4) Renewable Energy and Low-Carbon Fuels; 5) Open Space and Storing/Offsetting Carbon Emissions; 6) Water Management; 7) Waste Reduction and Recycling; 8) Climate-Friendly Purchasing; and 9) Promoting Community and Individual Action. Policy 7F.P16 requires the City to prepare and implement "green" building guidelines and/or standards. Policy 7F.P17 requires the City to Incorporate "green" building principles and practices, to the extent practicable and financially feasible, into the planning, design, construction, management, renovation, operations and demolition of all facilities that are constructed, owned, managed or financed by the City. The General Plan Update is therefore consistent with this policy. The proposed Corridors Specific Plan implements and is consistent with the General Plan Update and includes development standards that require incorporation of green building measures into project design.
LU-6.3. Local governments and subregional organizations should develop ordinances and other programs, particularly in the older, more urbanized parts of the region, which will enable and assist in the cleanup and redevelopment of brownfield sites.	**Consistent.** The proposed General Plan Update contains various policies to help ensure proper remediation of contaminated sites. For example, Policy 7G.P37 calls for the City to require remediation and cleanup, and evaluate risk prior to reuse, in identified areas where hazardous materials and petroleum products have impacted soil or groundwater. The General Plan Update is therefore consistent with this policy. The proposed Corridors Specific Plan implements and is consistent with the General Plan Update.

Table 4.8-7 SCAG Regional Comprehensive Plan Policies

SCAG RCP Policies	*Project Consistency*
LU-6.4. Local governments and subregional organizations should develop adaptive reuse ordinances and other programs that will enable the conversion of vacant or aging commercial, office, and some industrial properties to housing and mixed-use with housing.	**Consistent.** For most of the city, the proposed General Plan Update preserves the existing pattern of uses and establishes policies for protection and long-term maintenance of established neighborhoods, with new development generally resulting from reuse of properties, conversion of uses in response to market demand (such as office and industrial to residential), and more intense use of land in defined areas. Several policies of the General Plan Update, such as Policies 6D.P8 and 6D.P9, call for reuse within specific areas of the city. The General Plan Update also includes a Historic Preservation component within the Community Design Component, which describes the City's current and ongoing programs to preserve historic resources. The General Plan Update is consistent with this policy. The proposed Corridors Specific Plan implements and is consistent with the General Plan Update.
Air Quality Chapter	
AQ-5. Local governments should implement control measures from local Air Quality Management Plans (AQMPs) such as accelerating the turnover of older, more polluting mobile and stationary source equipment using AB 2766 funding per the State Implementation Plan (SIP).	**Consistent.** Goals and policies pertaining to air quality in the Mobility & Access Component and the Conservation Component provide direction to incorporate programs and policies beneficial to air quality into local planning and development activities, such as transportation demand techniques (7E.P14), dust abatement actions (7E.P15), programs to encourage alternative transportation modes (7E.P13), preferential parking for carpoolers and bicycle parking (7D.P66), purchasing alternative-fuel and electric vehicles (7E.P16), and others that, as discussed in Section 4.02, *Air Quality,* of this EIR, would allow the City to achieve compliance with the local AQMP. The General Plan Update is consistent with this policy. The proposed Corridors Specific Plan implements and is consistent with the General Plan Update.
AQ-6. Local governments should support and pursue environmentally sustainable strategies that implement and complement climate change goals and outcomes such as updating their General Plans to help address the State's AB 32 mandate. This should be consistent with state guidelines and requirements.	**Consistent.** Policies 7E.P11 and 7E.P12 call for the City to prepare a Green Plan to guide the City in its efforts to reduce greenhouse gas (GHG) emissions, to prepare a GHG emissions inventory as part of the Green Plan, and to monitor changes in its GHG emissions bi-annually. The draft Green Plan and the accompanying GHG inventory are included as part of the proposed project. Many other goals and policies throughout the General Plan Update, especially within the Conservation Component and the Mobility & Access Component, call for changes in land use pattern or transportation improvements to reduce automobile usage and vehicle miles travelled in order to reduce GHG emissions, consistent with AB 32 and SB 375. The General Plan Update is consistent with this policy. The proposed Corridors Specific Plan implements and is consistent with the General Plan Update.

Table 4.8-7 SCAG Regional Comprehensive Plan Policies

SCAG RCP Policies	*Project Consistency*
AQ-7. Local governments should develop policies that discourage the location of sensitive receptors that expose humans to adverse air quality impacts, such as amending General Plans, zoning ordinances, business licensing, and related land use permitting processes to minimize human health impacts from exposure of sensitive receptors to local sources of air pollution. Jurisdictions should consider applicable guidance documents, such as ARB's Air Quality and Land Use Handbook: A Community Health Perspective and the South Coast AQMD's Guidance Document for Addressing Air Quality Issues.	**Consistent.** The proposed General Plan Update addresses the compatibility of new development with existing development. For example, Goal 7D.G11 calls on the City to use context sensitive design principles to encourage desirable and compatible land use patterns. Additionally, as explained in Section 7-E of the General Plan Update, the land use pattern proposed by the General Plan Update aligns land use with existing and planned transportation infrastructure to encourage walking, bicycling, and transit in order to reduce vehicular emissions, which are the greatest and most pervasive sources of air pollution.
AQ-8. Local governments should practice and promote sustainable building practices by [see Policies AQ-8.1 through AQ-8.3 below]:	**Consistent.** See Policies discussions AQ-8.1 through AQ-8.3 below.
AQ-8.1. Updating their General Plans and/or zoning ordinances to promote the use of green building practices, which include incorporating LEED design standards and utilizing energy efficient, recycled-content and locally harvested or procured materials.	**Consistent.** As discussed under SCAG RCP Policy LU-6.2, the proposed General Plan Update includes various policies to encourage the incorporation of green building measures into project design. Also, Policy 7E.P19 of the General Plan Update calls on the City to encourage new development to incorporate sustainability design solutions such as those outlined in the LEED ratings systems. The General Plan Update is consistent with this policy. The proposed Corridors Specific Plan implements and is consistent with the General Plan Update and contains development regulations which require incorporation of green building practices for certain development in the Plan area.
AQ-8.2. Developing incentive programs (e.g. density bonuses) to encourage green building and resource and energy conservation in development practices.	**Consistent.** The City already complies with State Density Bonus law when processing development applications. Also, the proposed General Plan Update includes various policies to encourage the incorporation of green building measures into project design, as discussed under SCAG RCP Policy AQ-8.1 above. The General Plan is consistent with this policy. The proposed Corridors Specific Plan implements and is consistent with the General Plan Update.
AQ-8.3. Adopting policies that strive for carbon neutrality for their own facilities and operations.	**Consistent.** Policy 7E.P16 calls for the City to budget for clean fuels and vehicles in the City's long-range capital expenditure plans to replace and improve the existing fleet of gasoline powered vehicles. Additionally, the Green Plan and GHG emissions inventory required by Policies 7E.P11 and 7E.P12 and included as part of the proposed project (as discussed above) will help the City move toward carbon neutrality. The General Plan Update is consistent with this policy. The proposed Corridors Specific Plan implements and is consistent with the General Plan Update.

Table 4.8-7 SCAG Regional Comprehensive Plan Policies

SCAG RCP Policies	*Project Consistency*
Open Space and Habitat Chapter	
OSN-12. Local governments should track and monitor Open Space Conservation by: • Considering the most recent annual report on open space conservation in planning and evaluating projects and programs in areas with regionally significant open space resources. • Ensuring consistency with the open space conservation policies and goals of the RCP.	**Inconsistent.** A commitment to tracking and monitoring open space conservation in the city is not currently included in the proposed General Plan Update. Mitigation in the form of recommended policy language is provided at the end of this section to address this inconsistency.
OSN-13. Local governments should develop and implement mitigation for open space impacts by: • Promoting coordinated mitigation programs for regional projects and establish the basis for interregional conservation strategies. • Planning development in locations least likely to cause environmental impact.	**Consistent.** The proposed General Plan Update contains various policies to help preserve natural open space and create parks within the Open Space Network Component and the Conservation Component. For example, Policy 7C.P4 requires the City to revise developer impact fees to provide the capital necessary for the creation of new open space and the improvement of existing open space. Policy 7E.P2 requires the City to contribute to regional goals of conserving wildlife ecosystems, sensitive habitat areas, and undeveloped land by promoting a more efficient pattern of development within the city. Policy 7E.P7 requires the City to coordinate with Los Angeles County to protect the East San Gabriel Valley Ecological Area. The General Plan Update also contains policies within Section 7E to ensure that development in natural areas is sensitive to topography, mature trees and vegetation are preserved, and lighting from development minimizes night time lighting on these areas. Additionally, the General Plan Update focuses on infill development within already urbanized areas, rather than expanding the city outward. The General Plan Update is consistent with this policy. The proposed Corridors Specific Plan implements and is consistent with the General Plan Update.

Table 4.8-7 SCAG Regional Comprehensive Plan Policies

SCAG RCP Policies	*Project Consistency*
OSN-14. Developers and local governments should implement mitigation for open space impacts through the following activities: • Individual projects should either avoid significant impacts to regionally significant open space resources or mitigate the significant impacts through measures consistent with regional open space policies for conserving natural lands, community open space and farmlands. All projects should demonstrate consideration of alternatives that would avoid or reduce impacts to open space. • Individual projects should include into project design, to the maximum extent practicable, mitigation measures and recommended best practices aimed at minimizing or avoiding impacts to natural lands, including, but not limited to FHWA's Critter Crossings, and Ventura County Mitigation Guidelines. • Project level mitigation for RTP's significant cumulative and growth-inducing impacts on open space resources will include but not be limited to the conservation of natural lands, community open space and important farmland through existing programs in the region or through multi-party conservation compacts facilitated by SCAG. • Project sponsors should ensure that transportation systems proposed in the RTP avoid or mitigate significant impacts to natural lands, community open space and important farmland, including cumulative impacts and open space impacts from the growth associated with transportation projects and improvements. • Project sponsors should fully mitigate direct and indirect impacts to open space resulting from implementation of regionally significant projects.	**Consistent.** As discussed under SCAG RCP Policy OSN-13 above, the proposed General Plan Update would protect local and regional open space resources, and contains various policies to help preserve natural open space and create parks within the Open Space Network Component and the Conservation Component. Additionally, the General Plan Update does not designate a substantial amount of open space land for conversion to urban uses. Rather, it accommodates growth through infill development. The proposed Corridors Specific Plan focuses development along already-developed transportation corridors, thus avoiding impacts to natural lands, community open space, and important farmland.
OSC-7. Local governments should prepare a Needs Assessment to determine the adequate community open space level for their areas.	**Consistent.** The proposed General Plan Update acknowledges that the City currently has less parkland to serve its citizens than is desirable and is pursuing a goal of providing 3 acres of parkland per 1,000 residents. The Open Space Network Component identifies a number of additions to the City's open space network that will meet this goal and provide adequate open space.
OSC-8. Local governments should encourage patterns of urban development and land use, which reduce costs on infrastructure and make better use of existing facilities.	**Consistent.** The proposed General Plan Update and Corridors Specific Plan accommodate growth through infill development that would be served by existing infrastructure.
OSC-9. Developers and local governments should increase the accessibility to natural areas lands for outdoor recreation.	**Consistent.** Policy 7C.P7 requires the City to pursue the creation of nature parks specified in the General Plan Update, including the provision of hiking trails. The General Plan Update is consistent with this policy. The proposed Corridors Specific Plan implements and is consistent with the General Plan Update.
OSC-10. Developers and local governments should promote infill development and redevelopment to revitalize existing communities.	**Consistent.** Under the proposed General Plan Update and Corridors Specific Plan, the majority of new development would occur as infill development.

Table 4.8-7 SCAG Regional Comprehensive Plan Policies

SCAG RCP Policies	*Project Consistency*
OSC-11. Developers should incorporate and local governments should include land use principles, such as green building, that use resources efficiently, eliminate pollution and significantly reduce waste into their projects, zoning codes and other implementation mechanisms.	**Consistent.** The proposed General Plan Update and Corridors Specific Plan would accommodate most future growth in Pomona through infill development in focused areas along already-developed corridors. This development pattern would take advantage of existing infrastructure, reduce vehicle miles travelled, and therefore maximize resource use efficiency, reducing pollution and waste. Also, as discussed under SCAG RCP Policy LU-6.2, the General Plan Update includes various policies to encourage the incorporation of green building measures into project design. For example, Policy 7E.P19 of the General Plan Update calls on the City to encourage new development to incorporate sustainability design solutions such as those outlined in the LEED ratings systems.
OSC-12. Developers and local governments should promote water-efficient land use and development.	**Consistent.** Policy 7E.P20 of the proposed General Plan Update requires the City to transition to a pattern of development that uses water more efficiently. Policies 7E.P22 through 7E.P24 require the City to encourage the use of water efficient appliances, low water use irrigation and rainwater capture systems, and the use of drought tolerant plant species. The proposed Corridors Specific Plan implements and is consistent with the General Plan Update, including requirements to use water-efficient irrigation and drought tolerant landscaping.
OSC-13. Developers and local governments should encourage multiple use spaces and encourage redevelopment in areas where it will provide more opportunities for recreational uses and access to natural areas close to the urban core.	**Consistent.** Policy 7C.P14 of the proposed General Plan Update requires the City to pursue joint-use opportunities for the shared use of School District recreation space. Policy 7C.P15 requires the City to explore the potential for establishing joint-use agreements with private institutions within the city, such as the Fairplex, for the construction and joint-use of recreational facilities offering needed recreational facilities. The General Plan Update also contains policies to explore creative opportunities for new park locations in the already-developed areas that would be the focus of most new development under the General Plan Update, including improving public spaces in the Downtown and the Civic Center, de-channelizing portions of San Antonio Creek, and supporting the implementation of the proposed San Jose Creek Bicycle Trail. The proposed Corridors Specific Plan implements and is consistent with the General Plan Update.

Table 4.8-7 SCAG Regional Comprehensive Plan Policies

SCAG RCP Policies	*Project Consistency*
OSA-5. Promote the availability of locally grown and organic food in the region. • Local governments should establish transfer of development rights (TDR) programs to direct growth to less agriculturally valuable lands (while considering the potential effects at the sites receiving the transfer) and ensure the continued protection of the most agriculturally valuable land within each county through the purchase of the development rights for these lands. • Local governments should consider other tools for the preservation of agricultural lands such as eliminating estates and ranchettes and clustering to retain productive agricultural land. • Local governments should ease restrictions on farmer's markets and encourage cooperative farming initiatives to increase the availability of locally grown food. • Local governments should consider partnering with school districts to develop farm-to-school programs.	**Consistent.** Pomona is an almost completely urbanized community, with a minimal amount of agricultural land in the southwestern part of the community associated with Cal Poly (Spadra Farms). Policy 6C.P16 of the proposed General Plan Update calls on the City to work with Cal Poly to identify appropriate uses at Spadra Farms and along the SR-57 corridor. Given this policy, the lack of agricultural land in the community, and the fact that the General Plan Update and Corridors Specific Plan direct expected growth to already-developed areas, the first two bullets under Policy OSA-5 are inapplicable. Pomona already has certified farmer's markets. For example, the Downtown Pomona Market takes place every second and last Monday evening of the month at 2nd Street and Garey Avenue (Downtown Pomona Owner's Association, November 2012), and the Pomona Valley Farmer's Market takes place on Saturday mornings at East Pearl Street and North Garey Avenue (Farmer Net, November 2012).
OSA-6. Local governments are encouraged to obtain assistance from the American Farmland Trust in developing and implementing farmland conservation measures or avoid impacts to important farmlands.	**Consistent.** As discussed under Policy OSA-5 above, given the urbanized nature of Pomona and the proposed General Plan Update's policy to work with Cal Poly to identify appropriate uses at Spadra Farms, which is the only area of farmland left in the city, implementation of Policy OSA-6 is not necessary in Pomona.
OSA-7. Local governments should avoid the premature conversion of farmlands by promoting infill development and the continuation of agricultural uses until urban development is imminent; if development of agricultural lands is necessary, growth should be directed to those lands on which the continued viability of agricultural production has been compromised by surrounding urban development or the loss of local markets.	**Consistent.** The proposed General Plan Update and Corridors Specific Plan would accommodate the majority of expected growth in Pomona through infill development, and Policy 6C.P16 of the proposed General Plan Update calls on the City to work with Cal Poly to identify appropriate uses at Spadra Farms.
Water Chapter	
WA-9. Developers and local governments should consider potential climate change hydrology and resultant impacts on available water supplies and reliability in the process of creating or modifying systems to manage water resources for both year-round use and ecosystem health.	**Consistent.** Policy 7E.P11 of the proposed General Plan Update calls on the City to prepare a Green Plan [the draft of which is included as part of the proposed project] to guide the City in its efforts to reduce greenhouse gas emissions. The Green Plan focuses on, among other things, water and wastewater systems. The proposed Corridors Specific Plan implements and is consistent with the General Plan Update.
WA-10. Developers and local governments should include conjunctive use as a water management strategy when feasible.	**Consistent.** Conjunctive use is the coordinated management of surface water and groundwater supplies to maximize the yield of the overall water resource (Water Education Foundation, November 2012). Policy 7G.P46 of the proposed General Plan Update calls on the City to retain existing open space and create new open areas needed to retain stormwater, recharge aquifers and prevent flooding. Streetscape specifications within the proposed Corridors Specific Plan contain many measures to accommodate groundwater retention and recharge.

Table 4.8-7 SCAG Regional Comprehensive Plan Policies

SCAG RCP Policies	*Project Consistency*
WA-11. Developers and local governments should encourage urban development and land uses to make greater use of existing and upgraded facilities prior to incurring new infrastructure costs.	**Consistent.** The proposed General Plan Update and Corridors Specific Plan would accommodate the majority of expected growth in Pomona through infill development, which would allow the City to accommodate the infrastructure needs of this development with existing and upgraded facilities rather than new facilities.
WA-12. Developers and local governments should reduce exterior uses of water in public areas, and should promote reduced use in private homes and businesses, by shifting to drought-tolerant native landscape plants (xeriscaping), using weather-based irrigation systems, educating other public agencies about water use, and installing related water pricing incentives.	**Consistent.** The proposed General Plan Update and Corridors Specific Plan contain various policies, regulations, and implementation tools that would reduce exterior use of water in public areas and promote reduced use in private homes and businesses. For example, General Plan Policies 7E.P19 and 7E.P24 encourage landscaping with drought resistant species. The Corridors Specific Plan also requires native/ water efficient, low groundcovers and shrubs, which require minimal irrigation and a low level of maintenance, within planting strips.
WA-13. Developers and local governments should protect and preserve vital land resources—wetlands, groundwater recharge areas, woodlands, riparian corridors, and production lands. The federal government's 'no net loss' wetlands policy should be applied to all of these land resources.	**Consistent.** Due to its urbanized nature, Pomona has no substantial wetlands. Additionally, the proposed General Plan Update and Corridors Specific Plan would accommodate the majority of expected growth in Pomona through infill development, which would help to preserve the city's vital land resources.
WA-14. Local governments should amend building codes to require dual plumbing in new construction, and provide incentives for plumbing retrofits in existing development, to enable the safe and easy use of recycled water in toilets and for landscaping.	**Consistent/Inconsistent.** Section 7-E of the proposed General Plan Update states that the City of Pomona already provides recycled water to certain customers within the city. The existing demand for recycled water within the city is approximately 1,560 acre-feet per year for fiscal year 2011/12, and the City expects to add new customers to its list of recycled water users and estimates that future demand will increase by 10% compared to existing demand for fiscal year 2011/12. However, neither the proposed General Plan Update or Corridors Specific Plan encourage or require provision of dual plumbing in new construction or provide incentives for plumbing retrofit in existing development. Recommended policy language to address this is included at the end of this chapter.
WA-15. Local governments should amend ordinances as necessary to allow municipal and private outdoor use of recycled water for all parks, golf courses, and outdoor construction needs.	**Consistent.** As discussed above, the City of Pomona already provides recycled water to certain customers within the city. These include both municipal and private outdoor users including Cal Poly Pomona, Frank G. Bonelli Regional Park, the City of Pomona Parks Department, Cal Trans, and Robertson's Ready Mix.
WA-16. Water agencies should incentivize the use of recycled water through pricing structures that make it an attractive alternative to fresh water in non-potable situations.	**Consistent.** As discussed above, the City of Pomona already provides recycled water to certain customers within the city, and expects this demand to increase by 10% by the year 2025, which indicates that recycled water is already an attractive alternative to fresh water in non-potable situations.

Table 4.8-7 SCAG Regional Comprehensive Plan Policies

SCAG RCP Policies	*Project Consistency*
WA-17. Water agencies should reduce salinity and remove contamination in major groundwater basins to increase conjunctive use of water resources and extend groundwater storage unless specific beneficial uses for contaminated groundwater are identified.	**Consistent.** Several goals and policies within the proposed General Plan Update's Conservation Component would help the City remove contamination in and preserve beneficial of its local groundwater basins. For example, Goal 7E.G13 is to comply with the Los Angeles RWQCB regulations and standards to maintain and improve the quality of both surface water and groundwater resources, and Goal 7E.G14 is to enhance the quality of groundwater and surface water resources, prevent their contamination, and reduce the amount of polluted runoff that reaches the City's storm drain system. The proposed Corridors Specific Plan implements and is consistent with the General Plan Update.
WA-18. Local governments should create stable sources of funding for water and environmental stewardship and related infrastructure sustainability, including purchase and implementation of green infrastructure.	**Consistent.** As explained under SCAG RCP WA-14, the City of Pomona already provides recycled water to certain customers within the city, and plans to expand the availability of this resource.
WA-19. Water purveyors should develop and implement tiered water pricing structures to discourage water waste and minimize polluting runoff.	**Consistent.** The City of Pomona is the water purveyor for its residents and already utilizes a tiered water pricing structure.
WA-20. Local governments should use both market and regulatory incentive mechanisms to encourage 'water wise' planning and development, including streamlining and prioritizing projects that minimize water demand and improve water use efficiencies.	**Consistent.** The proposed General Plan Update and Corridors Specific Plan would accommodate the majority of expected growth in Pomona through infill development, which would help to minimize water demand and improve water use efficiencies. Additionally, the Corridors Specific Plan requires native/ water efficient, low groundcovers and shrubs, which require minimal irrigation and a low level of maintenance, within planting strips.
WA-21. Local governments should develop comprehensive partnership approaches to remove and prevent water impairments, replacing the existing regulatory command and control approach that has created delays and distrust.	**Consistent.** Policy 7E.P27 of the proposed General Plan Update calls on the City to continue working with the Los Angeles RWQCB in the implementation of the NPDES for the protection of surface water and groundwater quality. The proposed Corridors Specific Plan implements and is consistent with the General Plan Update.
WA-22. Local governments should create opportunities for pollution reduction marketing and other market-incentive water quality programs.	**Consistent.** Policy 7E.P29 of the proposed General Plan Update calls on the City to prepare and disseminate information (including via a page on the City's website) about the potentially harmful effects of toxic chemical substances, and to provide information about safe alternatives to toxics for home and garden use and the location of approved disposal sites. The proposed Corridors Specific Plan implements and is consistent with the General Plan Update.
WA-23. Local governments should encourage Low Impact Development and natural spaces that reduce, treat, infiltrate and manage runoff flows caused by storms and impervious surfaces.	**Consistent.** The proposed General Plan Update contains various policies that would help reduce, treat, infiltrate, and manage runoff flows. For example, Policy 7E.P21 states that the City should, for both private and public construction in new development and renovations, encourage rainwater and wastewater BMPs to minimize rainwater runoff, and maximize rainwater and greywater collection and reuse. This policy would apply to streetscape improvements carried out under the Corridors Specific Plan.

Table 4.8-7 SCAG Regional Comprehensive Plan Policies

SCAG RCP Policies	*Project Consistency*
WA-24. Local governments should prevent development in flood hazard areas lacking appropriate protections, especially in alluvial fan areas.	**Consistent.** The natural hydrology of Pomona has been extensively altered in order to protect against flooding hazards from local waterways through the construction of San Antonio Dam, Live Oak Reservoir, and the extensive system of storm drains and flood control channels throughout the city. Development proposed under the General Plan Update and Corridors Specific Plan would not be within flood hazards areas lacking appropriate protections.
WA-25. Local governments should implement green infrastructure and water-related green building practices through incentives and ordinances.	**Consistent.** As discussed above, the proposed General Plan Update and Corridors Specific Plan contain various policies and regulations that would reduce water use, recharge groundwater, and help prevent water pollution.
WA-26. Local governments should integrate water resources planning with existing greening and revitalization initiatives, such as street greening, tree planting, and conversion of impervious surfaces, to maximize benefits and share costs.	**Consistent.** The proposed General Plan Update and Corridors Specific Plan contain various policies and regulations that would help implement this SCAG RCP Policy. In particular, the Corridors Specific Plan calls for extensive use of planting strips and other landscaping along City streets that would reduce impervious surfaces and thus increase groundwater recharge.
WA-27. Developers and local governments should maximize pervious surface area in existing urbanized areas to protect water quality, reduce flooding, allow for groundwater recharge, and preserve wildlife habitat. New impervious surfaces should be minimized to the greatest extent possible, including the use of in-lieu fees and off-site mitigation.	**Consistent.** The proposed General Plan Update and Corridors Specific Plan contain various policies and regulations that would help implement this SCAG RCP Policy. In particular, the Corridors Specific Plan calls for extensive use of planting strips and other landscaping along City streets that would reduce impervious surfaces and thus increase groundwater recharge.
WA-28. Local governments should maintain and update Best Management Practices for water resource planning and implementation.	**Consistent.** Policy 7E.P28 of the proposed General Plan Update calls on the City to review and update rainwater and runoff Best Management Practices adopted by the City as needed. The proposed Corridors Specific Plan implements and is consistent with the General Plan Update.
WA-29. Local governments should coordinate with neighboring communities and watershed stakeholders to identify potential collaborative mitigation strategies at the watershed level to properly manage cumulative impacts within the watershed.	**Consistent.** Policy 7E.P27 of the proposed General Plan Update calls on the City to continue working with the Los Angeles RWQCB in the implementation of the NPDES for the protection of surface water and groundwater quality. The RWQCB is the regional agency responsible for protecting water quality in the region, and working with the RWQCB will ensure that Pomona's actions are coordinated with and take into account the actions of neighboring communities and watershed stakeholders. The proposed Corridors Specific Plan implements and is consistent with the General Plan Update.
WA-30. Local governments should adopt MOUs and JPAs among local entities to establish participation in the leadership and governance of integrated watershed planning and implementation.	**Consistent.** See discussion under SCAG RCP Policy WA-29.
WA-31. Local governments should increase participation in the implementation of integrated watershed management plans, including planning effort initiated in neighboring communities that cross jurisdictional lines.	**Consistent.** See discussion under SCAG RCP Policy WA-29.

Table 4.8-7 SCAG Regional Comprehensive Plan Policies

SCAG RCP Policies	*Project Consistency*
WA-32. Developers and local governments should pursue water management practices that avoid energy waste and create energy savings/supplies.	**Consistent.** The proposed General Plan Update and Corridors Specific Plan contain various policies, regulations, and development standards, as discussed above, that would help reduce water consumption, thus reducing the energy spent throughout the water delivery system to deliver that water to consumers.
Energy Chapter	
EN-8. Developers should incorporate and local governments should include the following land use principles that use resources efficiently, eliminate pollution and significantly reduce waste into their projects, zoning codes and other implementation mechanisms: • Mixed-use residential and commercial development that is connected with public transportation and utilizes existing infrastructure. • Land use and planning strategies to increase biking and walking trips.	**Consistent.** The proposed General Plan Update accommodates future growth in Pomona mostly through infill development, including mixed-use residential and commercial development in proximity to transit that would use resources efficiently, eliminate pollution and significantly reduce waste, and increase biking and walking trips. It also contains specific policies to increase biking and walking trips. For example, Policy 7D.P9 calls on the City to prepare an Active Transportation Plan to improve neighborhood connectivity for bicycles, pedestrians, and neighborhood electric vehicles (NEV). The proposed ATP implements Policy 7D.P9, providing direction on how to continue the City's progress toward a better bicycling and walking environment. The proposed Corridors Specific Plan implements and is consistent with the General Plan Update.
EN-9. Local governments should include energy analyses in environmental documentation and general plans with the goal of conserving energy through the wise and efficient use of energy. For any identified energy impacts, appropriate mitigation measures should be developed and monitored. SCAG recommends the use of Appendix F, Energy Conservation, of the California Environmental Quality Act.	**Consistent.** Policy 7E.P36 of the proposed General Plan Update calls on the City to prepare a Green Plan [the draft of which is included as part of the proposed project] to guide the City's efforts towards reduced energy use and increased energy efficiency, particularly in support of reducing greenhouse gas emissions. In addition, the City has prepared a Greenhouse Gas Emissions Inventory and Energy Action Plan in order to proactively identify ways to improve the City's energy efficiency and reduce greenhouse gas emissions and address climate change. The proposed Corridors Specific Plan implements and is consistent with the General Plan Update, and is therefore also consistent with this policy.

Table 4.8-7 SCAG Regional Comprehensive Plan Policies

SCAG RCP Policies	*Project Consistency*
EN-10. Developers and local governments should integrate green building measures into project design and zoning such as those identified in the U.S. Green Building Council's Leadership in Energy and Environmental Design, Energy Star Homes, Green Point Rated Homes, and the California Green Builder Program. Energy saving measures that should be explored for new and remodeled buildings include: • Using energy efficient materials in building design, construction, rehabilitation, and retrofit • Encouraging new development to exceed Title 24 energy efficiency requirements. • Developing Cool Communities measures including tree planting and light-colored roofs. These measures focus on reducing ambient heat, which reduces energy consumption related to air conditioning and other cooling equipment. • Utilizing efficient commercial/residential space and water heaters: This could include the advertisement of existing and/or development of additional incentives for energy efficient appliance purchases to reduce excess energy use and save money. Federal tax incentives are provided online at http://www.energystar.gov/index.cfm?c=Products.pr_tax_credits. • Encouraging landscaping that requires no additional irrigation: utilizing native, drought tolerant plants can reduce water usage up to 60 percent compared to traditional lawns. • Encouraging combined heating and cooling (CHP), also known as cogeneration, in all buildings. • Encouraging neighborhood energy systems, which allow communities to generate their own electricity • Orienting streets and buildings for best solar access. • Encouraging buildings to obtain at least 20% of their electric load from renewable energy.	**Consistent.** Policy 7E.P19 of the proposed General Plan Update calls on the City to minimize emissions from residential and commercial uses through a variety of measures, including the following: • Encourage new development to incorporate sustainability design solutions such as those outlined in the LEED ratings systems. • Require high efficiency heating and other appliances, such as cooking equipment, refrigerators, furnaces and low NOx water heaters in new and renovated residential units. Require the Building Division to maintain these standards. • Require new residential and commercial buildings to comply with or exceed requirements of CCR Title 24. • Encourage passive solar building design and landscaping conducive to passive solar energy use for both residential and commercial uses, i.e., building orientation in a south to southeast direction, planting deciduous trees on west sides of structures, landscaping with drought resistant species, and use of groundcover rather than pavement to reduce heat reflection. • Encourage the use of battery-powered, electric, or other similar equipment that does not impact local air quality for non-residential maintenance activities. • Provide natural gas hookups to fireplaces or require residential use of EPA-certified wood stoves, pellet stoves, or fireplace inserts. The proposed Corridors Specific Plan implements and is consistent with the General Plan Update and is therefore also consistent with this policy.
EN-11. Developers and local governments should submit projected electricity and natural gas demand calculations to the local electricity or natural gas provider, for any project anticipated to require substantial utility consumption. Any infrastructure improvements necessary for project construction should be completed according to the specifications of the energy provider.	**Consistent.** Developers and the City are required to comply with the procedures set down by the utility companies prior to connection to the energy supply system. Both electricity and natural gas infrastructure in the city is owned and operated by the providers and any improvements necessary for project construction would be required to be completed to their specifications.

Table 4.8-7 SCAG Regional Comprehensive Plan Policies

SCAG RCP Policies	*Project Consistency*
EN-12. Developers and local governments should encourage that new buildings are able to incorporate solar panels in roofing and tap other renewable energy sources to offset new demand on conventional power sources.	**Consistent.** Policy 7E.P19 of the proposed General Plan Update calls on the City to encourage passive solar design, including building orientation in a south to southeast direction. Such orientation would help accommodate efficient orientation of solar panels. The General Plan update contains no policies that would interfere with or discourage the use of solar panels. The proposed Corridors Specific Plan implements and is consistent with the General Plan Update and is therefore also consistent with this policy.
EN-14. Developers and local governments should explore programs to reduce single occupancy vehicle trips such as telecommuting, ridesharing, alternative work schedules, and parking cash-outs.	**Consistent.** Goal 7D.G25 of the proposed General Plan Update (implemented through Policies 7D.P58 through 7D.P64) is to use transportation demand management (TDM) tools on a citywide basis to encourage and create incentives for the use of alternate travel modes for various project sizes and land uses. These could include various TDM tools, including, as stated in the General Plan Update, car-share programs and parking cash-outs. The proposed Corridors Specific Plan implements and is consistent with the General Plan Update, and is therefore also consistent with this policy.
EN-15. Utilities and local governments should consider the most cost-effective alternative and renewable energy generation facilities.	**Consistent.** Policy 7E.P36 of the proposed General Plan Update calls on the City to prepare a Green Plan [the draft of which is included as part of the proposed project] to guide the City's efforts towards reduced energy use and increased energy efficiency, particularly in support of reducing greenhouse gas emissions. Policy 7E.P37 calls on the City to promote energy efficient patterns of development by implementing the General Plan's vision of a compact, clustered, transit oriented city structure. Policy 7E.P38 calls on the City to identify districts where district heating can be supplied through cogeneration and work with developers and institutions to implement the system. The proposed Corridors Specific Plan implements and is consistent with the General Plan Update and is therefore also consistent with this policy.

Table 4.8-7 SCAG Regional Comprehensive Plan Policies

SCAG RCP Policies	*Project Consistency*
EN-16. Local governments and project implementation agencies should consider various best practices and technological improvements that can reduce the consumption of fossil fuels such as: • Encouraging investment in transit, including electrified light rail • Expanding light-duty vehicle retirement programs • Increasing commercial vehicle fleet modernization • Implementing driver training module on fuel consumption • Replacing gasoline powered mowers with electric mowers • Reducing idling from construction equipment • Incentivizing alternative fuel vehicles and equipment • Developing infrastructure for alternative fueled vehicles • Increasing use and mileage of High Occupancy Vehicle (HOV), High Occupancy Toll (HOT) and dedicated Bus Rapid Transit (BRT) lanes • Implementing truck idling rule, devices, and truck-stop electrification • Requiring electric truck refrigerator units • Reducing locomotives fuel use • Modernizing older off-road engines and equipment • Implementing cold ironing at ports • Encouraging freight mode shift • Limit use and develop fleet rules for construction equipment • Requiring zero-emission forklifts • Developing landside port strategy: alternative fuels, clean engines, electrification	**Consistent.** As discussed under the energy-related policies discussed above, the proposed General Plan Update is consistent with these best practices and technological improvements. For example, the General Plan Update encourages mixed-use, infill development that will focus growth in areas that will be well served by, and thus encourage the use of, transit. Also, the General Plan Update contains goals and policies to encourage investment in transit. For example, Goal 7D.G6 calls on the City to support expansion of existing regional transit (bus and light rail) and development of a statewide high-speed rail network. Policy 7D.P13 of the General Plan Update calls on the City to develop a Citywide Intelligent Transportation Systems (ITS) plan to maximize the efficiency of the transportation system through advanced technologies, such as adaptive signal controls, CCTV cameras, real-time transit information and real-time parking availability. The Corridors Specific Plan implements and is consistent with the General Plan Update. Also, Section 3.1.3 of the Specific Plan contains a list of improvements supporting future transit services. Its stated goal is to provide greater opportunity and convenience for residents and visitors to the corridor to use public transit options by incorporating appropriate infrastructure in development plans to support transit as well as amenities to make these options appealing to users.
EN-19. Subregional and local governments should explore participation in energy efficiency programs provided by their local utility such as the Ventura Regional Energy Office, South Bay Energy Savings Center, and the San Gabriel Valley Energy Wise program. These programs can offer customized incentives and public awareness campaigns to reduce energy consumption.	**Consistent.** The City of Pomona already participates in the San Gabriel Valley Energy Wise program (City of Pomona Public Works Dept., November 2012). The proposed General Plan Update promotes energy efficiency through a compact, energy-efficient land use pattern. Policy 7E.P36 calls on the City to prepare a Green Plan [the draft of which is included as part of the proposed project] to help reduce energy use and increase energy efficiency, and Policy 7E.P38 calls on the City to identify districts where district heating can be supplied through cogeneration, and to work with developers and institutions to implement the system. The Corridors Specific Plan implements and is consistent with the General Plan Update.

Table 4.8-7 SCAG Regional Comprehensive Plan Policies

SCAG RCP Policies	*Project Consistency*
EN-10S. Local governments should employ land use planning measures, such as zoning, to improve jobs/housing balance and creating communities where people live closer to work, bike, walk, and take transit as a substitute for personal auto travel.	**Consistent.** As stated in the proposed General Plan Update, Pomona has a jobs/labor imbalance, with a significant portion of skilled workers employed by Pomona's institutions living outside the city, while most workers who live in Pomona work outside the city. In addition, Pomona is a net exporter of labor, possessing fewer jobs than employed residents. The proposed General Plan Update addresses this imbalance through goals and policies in its Economic Development Component, which encourage attraction of skilled workers to live in the city, while also attracting employers and jobs to the city in the sectors that currently draw Pomona's skilled workforce to jobs outside the city. The General Plan Update and Corridors Specific Plan also promote a compact, transit-friendly land use pattern.
Solid Waste Chapter	
SW-9. Local governments should update general plans to reflect solid waste sustainability issues such as waste reduction goals and programs.	**Consistent.** The Solid Waste section of the Conservation Component of the proposed General Plan Update addresses these issues. Policy 7E.P35 of the General Plan Update calls on the City to continue and expand public education programs about waste reduction techniques and diversion strategies, such as recycling. The Corridors Specific Plan implements and is consistent with the General Plan Update.
SW-10. Local governments should discourage the siting of new landfills unless all other waste reduction and prevention actions have been fully explored. If landfill siting or expansion is necessary, landfills should be sited with an adequate landfill-owned, undeveloped land buffer to minimize the potential adverse impacts of the landfill in neighboring communities.	**Consistent.** Because Pomona is a largely built-out community, there is no room in the city for new landfills, and the proposed General Plan Update proposes no such facilities. The Corridors Specific Plan implements and is consistent with the General Plan Update.
SW-11. Local governments should discourage exporting of locally generated municipal solid waste (destined for landfills) outside of the SCAG region. Disposal within the county where the waste originates should be encouraged as much as possible, when appropriate. Green technologies for long-distance transport of waste (e.g., clean engines, clean locomotives or electric rail for waste-by-rail disposal systems) and consistency with AQMP and RTP policies should be required.	**Consistent.** As described in the General Plan Update, five landfills serve the city of Pomona, which include (1) Puente Hills Landfill, (2) Olinda Alpha Landfill, (3) El Sobrante Landfill, (4) Azusa Land Reclamation Company Landfill, and (5) Fontana Refuse Disposal Site. As a Los Angeles County landfill, Puente Hills will be served by a waste by-rail system that will be in place by 2013 to provide disposal to remote landfills, such as Mesquite Regional Landfill in Imperial Count, which is located within the SCAG region. As discussed under SCP RCP Policy SW-9, to reduce future solid waste disposal to landfill, including those outside the SCAG region, the proposed General Plan Update contains policies to increase waste diversion, which would reduce the need to export locally generated municipal solid waste to landfills outside the SCAG region. The Corridors Specific Plan implements and is consistent with the General Plan Update.
SW-12. Local governments should maximize waste diversion goals and practices and look for opportunities for voluntary actions to exceed the 50% waste diversion target.	**Consistent.** As discussed above, the proposed General Plan Update contains goals and policies to increase waste diversion. For example, Policy 7E.P34 calls on the City to update the City's Source Reduction and Recycling Element to comply with the Los Angeles County Integrated Waste Management Plan and any changes in state law.

Table 4.8-7 SCAG Regional Comprehensive Plan Policies

SCAG RCP Policies	*Project Consistency*
SW-13. Local governments should build local markets for waste prevention, reduction, and recycling practices.	**Consistent.** Policy 7E.P35 of the General Plan Update calls on the City to continue and expand public education programs about waste reduction techniques and diversion strategies, such as recycling. The Corridors Specific Plan implements and is consistent with the General Plan Update.
SW-14. Developers and local governments should integrate green building measures into project design and zoning including, but not limited to, those identified in the U.S. Green Building Council's Leadership in Energy and Environmental Design, Energy Star Homes, Green Point Rated Homes, and the California Green Builder Program. Construction reduction measures to be explored for new and remodeled buildings include: • Reuse and minimization of construction and demolition (C&D) debris and diversion of C&D waste from landfills to recycling facilities. • An ordinance that requires the inclusion of a waste management plan that promotes maximum C&D diversion. • Source reduction through (1) use of building materials that are more durable and easier to repair and maintain, (2) design to generate less scrap material through dimensional planning, (3) increased recycled content, (4) use of reclaimed building materials, and (5) use of structural materials in a dual role as finish material (e.g. stained concrete flooring, unfinished ceilings, etc.). • Reuse of existing building structure and shell in renovation projects. Building lifetime waste reduction measures that should be explored for new and remodeled buildings include: • Development of indoor recycling program and space. • Design for deconstruction. • Design for flexibility through use of moveable walls, raised floors, modular furniture, moveable task lighting and other reusable components.	**Consistent.** The proposed General Plan Update contains various policies encouraging the incorporation of green building measures into project design. For example, Policy 7E.P1 calls for the City to prepare a Green Plan [the draft of which is included as part of the proposed project]. The Green Plan focuses on: 1) Land Use and Community Design; 2) Green Building; 3) Efficient Transportation; 4) Renewable Energy and Low-Carbon Fuels; 5) Open Space and Storing/Offsetting Carbon Emissions; 6) Water Management; 7) Waste Reduction and Recycling; 8) Climate-Friendly Purchasing; and 9) Promoting Community and Individual Action. Policy 7F.P16 requires the City to prepare and implement "green" building guidelines and/or standards. Policy 7F.P17 requires the City to incorporate "green" building principles and practices, to the extent practicable and financially feasible, into the planning, design, construction, management, renovation, operations and demolition of all facilities that are constructed, owned, managed or financed by the City. The Corridors Specific Plan implements and is consistent with the General Plan Update.
SW-15. Local governments should develop ordinances that promote waste prevention and recycling such as: requiring waste prevention and recycling efforts at all large events and venues; implementing recycled content procurement programs; and instituting ordinances to divert food waste away from landfills and toward food banks and composting facilities.	**Consistent.** As discussed above, Policy 7E.P1 of the proposed General Plan Update calls for the City to prepare a Green Plan [the draft of which is included as part of the proposed project] focused on various elements of sustainability, including waste reduction and recycling. The Corridors Specific Plan implements and is consistent with the General Plan Update.
SW-16. Local governments should support environmentally friendly alternative waste management strategies such as composting, recycling, and conversion technologies.	**Consistent.** As discussed above, Policy 7E.P1 of the proposed General Plan Update calls for the City to prepare a Green Plan [the draft of which is included as part of the proposed project] focused on various elements of sustainability, including waste reduction and recycling. The Corridors Specific Plan implements and is consistent with the General Plan Update.

Table 4.8-7 SCAG Regional Comprehensive Plan Policies

SCAG RCP Policies	*Project Consistency*
SW-17. Developers and local governments should develop and site composting, recycling, and conversion technology facilities that are environmentally friendly and have minimum environmental and health impacts.	**Consistent.** There are a number of privately operated recycling facilities already in operation in the city. In addition, the Pomona Valley Transfer Station (PVTS), which has been approved for development by the City, will be used to facilitate movement of municipal solid waste over longer distances by consolidating waste in transfer trucks with greater capacity than a collection truck. The PVTS will be located at 1371 E. Ninth Street in Pomona. The proposed facility is completely enclosed and has been awarded a Gold LEED Certification. The City also participates in local and regional composting and recycling programs, and meets California waste reduction targets, as discussed in Section 4.14, *Utilities and Service Systems*, of this EIR.
SW-18. Developers and local governments should coordinate regional approaches and strategic siting of waste management facilities.	**Consistent.** Policy 7E.P34 of the proposed General Plan Update calls on the City to update its Source Reduction and Recycling Element to comply with the Los Angeles County Integrated Waste Management Plan and any changes in State law. The Corridors Specific Plan implements and is consistent with the General Plan Update. In addition, the PVTS will be used to facilitate movement of municipal solid waste over longer distances by consolidating waste in transfer trucks with greater capacity than a collection truck.
SW-19. Developers and local governments should facilitate the creation of synergistic linkages between community businesses and the development of eco-industrial parks and materials exchange centers where one entity's waste stream becomes another entity's raw material by making priority funding available for projects that involve co-location of facilities.	**Consistent.** As discussed above, Policy 7E.P1 of the proposed General Plan Update calls for the City to prepare a Green Plan [the draft of which is included as part of the proposed project] focused on various elements of sustainability, including waste reduction and recycling. The Corridors Specific Plan implements and is consistent with the General Plan Update.
SW-20. Developers and local governments should prioritize siting of new solid waste management facilities including recycling, composting, and conversion technology facilities near existing waste management or material recovery facilities.	**Consistent.** The PVTS will be used to facilitate movement of municipal solid waste over longer distances by consolidating waste in transfer trucks for delivery to landfill. Goal 7E.G18 aims to meet the City's solid waste disposal needs, while maximizing opportunities for waste reduction and recycling. Currently available large parcels within the City could be used to accommodate the types of facilities listed in SW-20 and achieve Goal 7E.G18..
SW-21. Local governments should increase education programs to increase public awareness of reuse, recycling, composting, and green building benefits and raise consumer education issues at the County and City level and if appropriate, at local school districts and education facilities.	**Consistent.** Policy 7E.P35 of the General Plan Update calls on the City to continue and expand public education programs about waste reduction techniques and diversion strategies, such as recycling. The Corridors Specific Plan implements and is consistent with the General Plan Update.

Table 4.8-7 SCAG Regional Comprehensive Plan Policies

SCAG RCP Policies	*Project Consistency*
Transportation Chapter	
TR-1S. SCAG, transportation commissions, local governments, and other project proponents should consider using the Compass Blueprint to influence the funding of future transportation planning and investments.	**Consistent.** Policy 7D.P2 of the proposed General Plan Update calls on the City to collaborate with regional transportation planning and transit agencies to plan for the efficient allocation of transportation resources. Policy 7D.P3 calls on the City to work with regional agencies to proactively plan future improvements and achieve timely implementation of programmed freeway and interchange improvements. The Corridors Specific Plan implements and is consistent with the General Plan Update.

Table 4.8-8 SCAG Regional Transportation Plan/Sustainable Communities Strategy Policies

SCAG RTP/SCS Policies	*Project Consistency*
1. Transportation investments shall be based on SCAG's adopted Regional Performance Indicators.	**Consistent.** As discussed above, the proposed General Plan Update contains policies to work with regional agencies to plan the efficient allocation of transportation resources and to proactively plan future transportation improvements. The Land Use & Density Component and Mobility & Access Component of the General Plan Update contain goals and policies to reduce vehicle miles travelled and traffic congestion, and provide adequate transportation facilities. During preparation of the General Plan Update, SCAG's plans and policies were considered. The Corridors Specific Plan implements and is consistent with the General Plan Update.
2. Ensuring safety, adequate maintenance, and efficiency of operations on the existing multimodal transportation system should be the highest RTP/SCS priorities for any incremental funding in the region.	**Consistent.** The proposed General Plan Update incorporates goals and policies, such as Policy 7D.P1 to support regional planning efforts, to the extent feasible, that place a strong emphasis on maximizing the efficiency of existing transportation facilities and promoting increased density of development within existing transportation corridors and immediately around station areas. The Corridors Specific Plan implements and is consistent with the General Plan Update.
4. Transportation demand management (TDM) and non-motorized transportation will be focus areas, subject to Policy 1.	**Consistent.** Goal 7D.G25 and Policies 7D.P58 through 7D.P64 of the proposed General Plan Update contain various TDM measures for the City to implement to encourage and create incentives for the use of alternate travel modes for various project sizes and land uses.

As shown in Tables 4.8-6 through Table 4.8-8 the proposed General Plan Update and Corridors Specific Plan would be generally consistent with policies contained in the Compass Blueprint, RCP and RTP/SCS. Several minor policy recommendations have been included to address the small number of areas where there is potential for inconsistency.

The Los Angeles Regional Water Quality Control Board (RWQCB) is responsible for implementing State policy through the preparation of basin plans for water quality control and the regulation of all activities affecting water quality. Other criteria may be applied from SWRCB documents (e.g. the Inland Surface Waters Plan and the Pollutant Policy Document) or from water quality criteria developed under Section 304(a) of the Clean Water Act. Development within the city would be required to comply with all applicable water quality requirements established by the Los Angeles RWQCBs and SWRCB. Therefore, implementation of the proposed Project would be consistent with the relevant basin plans and the Porter-Cologne Water Quality Control Act.

Locally-adopted land use plans, policies, or regulations that would be applicable to the proposed project include the City's Zoning Ordinance, Downtown Pomona Specific Plan, and the Phillips Ranch, Mountain Meadows, Kellogg, Mission-71 and Pomona Valley Hospital Medical Center Specific Plans, described above.

The City of Pomona Zoning Ordinance is one of the primary means of implementing the General Plan. Adoption of the General Plan Update would require a review of the Zoning Ordinance regarding policies pertaining to land use, density/intensity, design and development, resource conservation, public safety, and other pertinent topics to assure consistency. In particular, the Zoning Map would need to be revised to be consistent with the proposed General Plan Land Use Plan, incorporating new Place Types (land use categories), minimum and maximum density requirements (see Table 2-1 in Chapter 2, *Project Description*), and other recommended design and development standards. Furthermore, the General Plan Update proposes new land designations in specific areas that would need to be reflected in the Zoning Code, including zoning that supports live/work space in the Downtown and in adjacent areas, and other land use designations that foster revitalization of the corridors and target sites for mixed-use development in Activity Centers and Transit Oriented Districts. Also, Policy 7E.P7 of the proposed General Plan Update calls on the City to coordinate with Los Angeles County to protect the East San Gabriel Significant Ecological Area (SEA), and develop local regulations to protect areas within and adjacent to the SEA, including potentially establishing an overlay district in the Zoning Ordinance, which would need to be reflected on the Zoning Map. However, State law requires that the Zoning Code be revised to reflect the adopted General Plan within a reasonable period of time, which is typically one year. During this time, there would be temporary conflicts between the Zoning Code and the proposed General Plan Update.

The City has Specific Plans for several areas of Pomona. Specific plans are generally more limited in their scope than those authorized by the State Government Code. Principally, they are more specific than the underlying zoning requirements in their definition of permitted land uses and development standards to reflect the unique characteristics of their planning area. Specific Plan areas include the following:

- Downtown Pomona
- Phillips Ranch
- Mountain Meadows
- Kellogg/University Corporate Center
- Mission-71
- Pomona Valley Hospital Medical Center

Upon adoption of the General Plan Update, the City will review its currently adopted Specific Plans and revise these where necessary to reflect changes made in the General Plan Update, such as land use,

density/intensity, design, and development. State law requires all Area and Specific Plans to be consistent with the General Plan. As with the Zoning Ordinance, the statutes allow a "reasonable" time for these modifications, which the courts have generally interpreted to be one year from the date of General Plan adoption. Because Specific Plans are typically designed to refine the uses set forth in the General Plan and provide further guidance for development in the area, conflicts would be limited, although there could be temporary conflicts between the Specific Plans and the proposed General Plan. This would not be the case with the proposed Corridors Specific Plan, which is consistent with and implements the proposed General Plan Update within its planning area.

As discussed within this impact discussion, implementation of the proposed General Plan Update and Corridors Specific Plan would be generally consistent with applicable adopted plans, regulations, or policies. Several minor policy recommendations have been included to address the small number of areas where there is potential for inconsistency. Therefore, impacts associated with potential inconsistencies with applicable land use plans for the city would be **significant but mitigable**.

Threshold	Would the proposed project conflict with any applicable habitat conservation plan or natural community conservation plan?

Impact 4.8-3 **The proposed General Plan Update and Corridors Specific Plan would not conflict with any applicable habitat conservation plan or natural community conservation plan. Impacts would be Class III, *less than significant*.**

The City does not currently have a habitat conservation or natural community conservation plan; however, the Conservation Component of the General Plan Update contains goals and policies to conserve wildlife ecosystems and sensitive habitat areas, and to recognize areas of overlapping jurisdiction with respect to biological resources, such as Los Angeles County's designated system of Significant Ecological Areas. Policies in the proposed General Plan Update require coordination of City actions with efforts of surrounding cities, agencies, and Los Angeles County with regards to natural resources. For example, Policy 7E.P7 calls on the City to coordinate with Los Angeles County to protect the East San Gabriel Significant Ecological Area, and develop local regulations to protect areas within and adjacent to the SEA, including potentially establishing an overlay district in the Zoning Ordinance. Therefore, implementation of the proposed General Plan Update and Corridors Specific Plan would not conflict with any habitat conservation plan or natural community conservation plan and impacts associated with potential inconsistencies with applicable habitat conservation or community conservation plans for the city would be **less than significant**.

Threshold	Would the proposed project convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use? Would the proposed project conflict with existing zoning for agricultural use, or a Williamson Act contract? Would the proposed project involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use?

Impact 4.8-4 **The proposed General Plan Update and Corridors Specific Plan would not convert Prime Farmland, Unique Farmland or Farmland of Statewide Importance or conflict with a Williamson Act contract. Impacts would be Class III, *less than significant*.**

Pomona is an almost completely urbanized community, with a minimal amount of agricultural lands in the southwestern part of the community associated with Cal Poly (Spadra Farms). Policy 6C.P16 of the proposed General Plan Update calls on the City to work with Cal Poly to identify appropriate uses at Spadra Farms and along the SR-57 corridor. This area is not designated as Prime Farmland, Unique Farmland or Farmland of Statewide Importance by the State's Farmland and Mapping Program (Department of Conservation, 2012). The site is also not subject to an existing Williamson Act contract (Department of Conservation, 2012). Therefore, impacts associated with conversion of farmland would be **less than significant**.

Proposed General Plan Update Goals and Policies

Nearly all of the General Plan Update Components and the goals and policies located therein would directly or indirectly affect the land use and planning effects of prospective growth within the city. The following is a partial list of goals and policies, organized by General Plan Update Component, which would most directly affect implementation of the proposed General Plan Update and would further guarantee that project impacts to land use and planning would remain less than significant. As discussed throughout this analysis, the proposed Corridors Specific Plan would implement and be consistent with the proposed General Plan Update. The same is true with regards to the ATP for improvements in the bicycling and pedestrian environment in the city.

6C – Special Campuses

6C.P16 Work with Cal Poly to identify appropriate uses at Spadra Farms and along the SR-57 corridor.

6D.P19 Encourage redevelopment and adaptive reuse of transitioning commercial buildings.

7A - Land Use

7A.G2 Promote a balanced mix of uses throughout the City that can be part of an integrated and sustainable local economy that supports harmonious diversity and economic prosperity.

7A.P2 Continually monitor land use in the City to ensure a balanced inventory of sufficient land offering appropriate use designations.

7B - Economic Development

7B.P5 Use regulations, capital improvements, and economic incentives to support and encourage development of housing types that are attractive to compact one and two person households.

7C - Open Space Network

7C.P4 Revise developer impact fees to provide the capital necessary for the creation of new open space and the improvement of existing open space.

7C.P7 Pursue the creation of the nature parks listed in Figure 7-C.2 and shown on Figure 7-C.1 [of the General Plan Update], including providing hiking trails.

7C.P14 Pursue joint-use opportunities for the shared use of School District recreation space.

7C.P15 Explore the potential for establishing joint-use agreements with private institutions within the City, such as the Fairplex, for the construction and joint-use of recreational facilities offering indoor swimming pools, basketball courts, soccer fields, and other needed recreational facilities.

7D – Mobility & Access

7D.G6 Support the expansion of existing regional transit (bus and light rail) and development of a statewide high-speed rail network.

7D.P1 Ensure that new residential development is well-integrated into adjacent neighborhood streets and pedestrian connections.

7D.P2 Collaborate with regional transportation planning and transit agencies to plan for the efficient allocation of transportation resources.

7D.P3 Work with regional agencies to proactively plan future improvements and achieve timely implementation of programmed freeway and interchange improvements.

7D.P9 Prepare an Active Transportation Plan to improve neighborhood connectivity for bicycles, pedestrians, and neighborhood electric vehicles (NEV).

- Identify arterial routes suitable for NEVs with and without capital enhancements.
- Minimize pavement widths (curb to curb) to the minimum necessary to ensure traffic flow and safety, to discourage speeding through residential neighborhoods and to prioritize pedestrians, bicycle movement, and transit where appropriate.
- Provide continuous and consistent street tree planting along parkways or within individual neighborhoods.
- Provide sidewalks on both sides of the street (except in hillside areas).
- Minimize and consolidate curb cuts, especially in residential neighborhoods, emphasizing continuous, unbroken curb lengths.

- Shorten or subdivide the length of blocks with vehicular or pedestrian connections to allow for ease of pedestrian circulation.
- Encourage the use of alleys as part of a comprehensively designed neighborhood pattern of streets, providing additional connectivity through the neighborhood and the opportunity to locate garages off of neighborhood streets. Where alleys are present, enforce off -street garage placement by prohibiting curb cuts and garage entrances from neighborhood streets. [note: the draft ATP is included as part of the proposed project]

7D.P13 Develop a Citywide Intelligent Transportation Systems (ITS) plan to maximize the efficiency of the transportation system through advanced technologies, such as adaptive signal controls, CCTV cameras, real-time transit information and real-time parking availability.

7D.G11 Use context sensitive design principles to encourage desirable and compatible land use patterns.

7D.G25 Use transportation demand management (TDM) tools on a Citywide basis to encourage and create incentives for the use of alternate travel modes for various project sizes and land uses.

7D.P58 Encourage existing major employers to develop and implement Transportation Demand Management programs to reduce peak-period trip generation.

7D.P59 Develop scalable TDM solutions for new development based upon land use types and site features.

7D.P60 Assign trip reduction credits and reduced transportation impact fees for demonstrated commitment to TDM strategies.

7D.P61 Study the feasibility of a Citywide TDM program that would be funded by annual fees on new development.

7D.P62 Assign a proportion of TDM fees for expansion of transit service.

7D.P63 Establish a TDM program for City of Pomona employees.

7D.P64 Collaborate with Cal Poly to minimize the impact of future enrollment growth on local traffic and parking demand, such as through TDM and parking measures.

7D.P66 Revise parking standards to encourage and facilitate alternative transportation modes by employing the following:

- Reduced parking requirements for mixed-use and transit oriented developments.
- Mechanical parking systems and compact, NEV, or motorcycle spaces to reduce parking footprints.
- Requirements for preferential parking for carpoolers.
- Bicycle parking requirements/lockers/showers for large developments.

7E- Conservation

7E.P1 Prepare a Green Plan focused on: 1) Energy Efficiency and Conservation; 2) Water and Wastewater Systems; 3) Green Building; 4) Waste Reduction and Recycling; 5) Climate-Friendly Purchasing; 6) Renewable Energy and Low-Carbon Fuels; 7) Efficient Transportation; 8) Land Use and Community Design; 9) Storing and Offsetting Carbon Emissions; and 10) Promoting Community and Individual Action. [note: the draft Green Plan is included as part of the proposed project]

7E.P2 Contribute to regional goals of conserving wildlife ecosystems, sensitive habitat areas, and undeveloped land by promoting a more efficient pattern of development within the City as illustrated in the Pomona Tomorrow General Plan diagram [in the General Plan Update].

7E.P7 Coordinate with Los Angeles County to protect the East San Gabriel Valley Significant Ecological Area (SEA #6). Develop local regulations to protect areas within and adjacent to SEA #6, including the possibility of identifying this area with an overlay district in the Zoning Ordinance.

7E.P11 Prepare a Green Plan to guide the City in its efforts to reduce greenhouse gas emissions. [note: the draft Green Plan is included as part of the proposed project]

7E.P12 As part of the Green Plan, prepare a greenhouse gas emissions inventory and monitor changes in the City's greenhouse gas emissions bi-annually. [note: the Greenhouse Gas Inventory has been prepared and is included as an appendix to the draft Green Plan]

7E.P14 Require large projects (exceeding 150,000 square feet of development) to incorporate Transportation Demand Management (TDM) techniques, such as promoting carpooling and transit use and providing bicycle parking and showers, as a condition of project approval.

7E.P15 Require dust abatement actions for all new construction and redevelopment projects.

7E.P16 Budget for clean fuels and vehicles in the City's long-range capital expenditure plans to replace and improve the existing fleet of gasoline powered vehicles. Initiate a policy to make the City's fleet cleaner by:

- Purchasing electric or low-fuel consumption vehicles and providing and promoting the installation of charging stations wherever possible, especially for stop-and-go units such as parking meter readers.
- Purchasing electric or hybrid electric fleet vehicles and providing and promoting the installation of charging stations for general staff use, especially for building inspectors and other users primarily within the City.
- Purchasing alternative fuel vehicles, such as natural gas, as the existing diesel-powered fleet is replaced. Alternatively, purchase diesel vehicles only if they meet or exceed emission specifications for available natural gas fuel vehicles.
- Purchasing biodiesel fuel for use by the City diesel truck fleet, as appropriate and cost effective.
- Using low NOx fuel additives, such as Purinox, in all diesel vehicles to the extent possible.

7E.P19 Minimize emissions from residential and commercial uses through the following:

- Encourage new development to incorporate sustainability design solutions such as those outlined in the LEED ratings systems.
- Require high efficiency heating and other appliances, such as cooking equipment, refrigerators, furnaces and low NOx water heaters in new and renovated residential units. Require the Building Division to maintain these standards.
- Require new residential and commercial buildings to comply with or exceed requirements of CCR Title 24.
- Encourage passive solar building design and landscaping conducive to passive solar energy use for both residential and commercial uses, i.e., building orientation in a south to southeast direction, planting deciduous trees on west sides of structures, landscaping with drought resistant species, and use of groundcover rather than pavement to reduce heat reflection.
- Encourage the use of battery-powered, electric, or other similar equipment that does not impact local air quality for non-residential maintenance activities.
- Provide natural gas hookups to fireplaces or require residential use of EPA-certified wood stoves, pellet stoves, or fireplace inserts.

7E.G13 Comply with the Los Angeles RWQCB regulations and standards to maintain and improve the quality of both surface water and groundwater resources.

7E.G14 Enhance the quality of groundwater and surface water resources, prevent their contamination, and reduce the amount of polluted runoff that reaches the City's storm drain system.

7E.P20 Transition to a pattern of development that uses water more efficiently as identified in the Pomona Tomorrow General Plan diagram [in the General Plan Update].

7E.P21 For both private and public construction in new development and renovations, encourage rainwater and wastewater Best Management Practices (BMPs) to minimize rainwater runoff, and maximize rainwater and greywater collection and reuse.

7E.P22 Encourage the use of water efficient appliances and fixtures in new development and upgrades in existing development.

7E.P23 Encourage low water use irrigation such as drip irrigation and rainwater capture systems.

7E.P24 Encourage the use of drought tolerant plant species (especially native plants), and low water use irrigation such as drip irrigation and rainwater capture systems.

7E.P27 Continue working with the Los Angeles RWQCB in the implementation of the NPDES for the protection of surface water and groundwater quality.

7E.P28 Review and update rainwater and runoff Best Management Practices adopted by the City as needed. Consider developing and implementing a stormwater management program designed to ensure as much stormwater as soil infiltration rates permit is accommodated on individual sites throughout the City.

7E.P29 Prepare and disseminate information (including via a page on the City's website) about the potentially harmful effects of toxic chemical substances. Provide information about safe alternatives to toxics for home and garden use and the location of approved disposal sites.

7E.P34 Update the City's Source Reduction and Recycling Element to comply with the Los Angeles County Integrated Waste Management Plan and any changes in state law.

7E.P35 Continue and expand public education programs about waste reduction techniques and diversion strategies, such as recycling. The City is currently meeting or exceeding all state-mandated solid waste diversion targets.

7E.P36 Prepare a Green Plan to guide the City's efforts towards reduced energy use and increased energy efficiency, particularly in support of reducing greenhouse gas emissions. [note: the draft Green Plan is included as part of the proposed project]

7E.P37 Promote energy efficient patterns of development by implementing the vision of compact, clustered, transit oriented City structure outlined in Section 6. Pomona Tomorrow.

7E.P38 Identify districts where district heating can be supplied through cogeneration and work with developers and institutions to implement the system.

7F – Community Design

7F.P16 Prepare and implement "green" building guidelines and/or standards, appropriate to the Pomona context, to ensure high levels of energy efficiency and reduction of environmental impacts associated with construction and operations of buildings. Ensure that these guidelines/standards:

- Require documentation demonstrating that building designs meet minimum performance targets through submittal of performance reports to the City as part of the building permit application.
- Meet or exceed California's most recent Title 24 regulation standards for building energy efficiency.
- Require building projects to meet or exceed a performance target, but allow complete flexibility in the methods used.
- Reduce resource or environmental impacts, using cost-effective and well-proven design and construction strategies.

7F.P17 Incorporate "green" building principles and practices, to the extent practicable and financially feasible, into the planning, design, construction, management, renovation, operations and demolition of all facilities that are constructed, owned, managed or financed by the City.

- Incorporate sufficient "green" building methods and techniques to achieve LEED certification or an equivalent.

7G - Noise and Safety

7G.P37 Require remediation and cleanup, and evaluate risk prior to reuse, in identified areas where hazardous materials and petroleum products have impacted soil or groundwater.

7G.P46 Ensure flood plain protection by retaining existing open space and creating new open areas needed to retain stormwater, recharge aquifers and prevent flooding.

Mitigation Measures

The following mitigation measures are recommended to address potential areas of inconsistency with adopted SCAG policies.

MM LU-1 Add the following policy to the Conservation Component of the General Plan Update: *Encourage provision of dual plumbing new construction, and provide incentives for plumbing retrofits in existing development, to enable the safe and easy use of recycled water in toilets and for landscaping.*

MM LU-2 Add the following policy to the Open Space Network Component of the General Plan Update: *Consider the most recent annual report on open space conservation in planning and evaluating projects in areas with regionally significant open space resources, including Bonelli Regional Park, East San Gabriel Valley SEA, and others, and ensure consistency with the open space conservation policies and goals of the SCAG Regional Comprehensive Plan.*

Level of Significance After Policies/Mitigation Measures

Following implementation of the recommended policy language, land use and planning impacts associated with the proposed General Plan Update and Corridors Specific Plan would be less than significant.

4.9 NOISE

This section describes the potential noise impacts of the General Plan Update and Corridors Specific Plan. Data used in the preparation of this section is based upon various state and federal sources, noise measurements taken in several locations throughout the city, and previous modeling of existing and future noise levels from traffic data in the city. Impacts related to noise from construction, traffic, and flight operations are addressed.

4.9.1 Environmental Setting

Fundamentals of Sound, Environmental Noise, and Sound 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). In addition to the actual instantaneous measurement of sound levels, the duration of sound is important since sounds that occur over a long period of time are more likely to be an annoyance or cause direct physical damage or environmental stress. One of the most frequently used noise metrics that considers both duration and sound power level is the equivalent noise level (Leq). The Leq is defined as the single steady A-weighted level that is equivalent to the same amount of energy as that contained in the actual fluctuating levels over a period of time. Typically, Leq is summed over a one-hour period.

The sound pressure level is measured on a logarithmic scale with the 0 dB level based on the lowest detectable sound pressure level that people can perceive (an audible sound that is not zero sound pressure level). Decibels cannot be added arithmetically, but rather are added on a logarithmic basis. Based on the logarithmic scale, a doubling of sound energy is equivalent to an increase of 3 dB. Because of the nature of the human ear, a sound must be about 10 dB greater than the reference sound to be judged as twice as loud. In general, a 3 dB change in community noise levels is noticeable, while 1-2 dB changes generally are not perceived. Quiet suburban areas typically have noise levels in the range of 40-50 dBA, while those along arterial streets are in the 50-60+ dBA range. Normal conversational levels are in the 60-65 dBA range and ambient noise levels greater than that can interrupt conversations.

Noise levels typically attenuate at a rate of 6 dB per doubling of distance from point sources such as industrial machinery (Harris, 1979). For example, a person standing 25 feet from an industrial machine may experience noise levels of 75 dBA, while a person standing 50 feet from the same noise source would experience noise levels of 69 dBA, and a person standing 100 feet from the source would experience noise levels of 63 dBA. Noise from lightly traveled roads typically attenuates at a rate of about 4.5 dB per doubling of distance. Noise from heavily traveled roads typically attenuates at about 3 dB per doubling of distance (Harris, 1979).

The time period in which noise occurs is also important since noise that occurs at night tends to be more disturbing than that which occurs during the daytime. The Day-Night average level (Ldn) recognizes this

characteristic by weighting the hourly Leqs over a 24-hour period. The weighting involves the addition of 10 dBA to actual nighttime (10PM to 7AM) noise levels, accounting for the greater amount of disturbance associated with noise during that time period. The Community Noise Equivalent Level (CNEL) is similar to the Ldn except that it adds 5 additional dB to evening noise levels (7PM to 10PM).

The California Office of Planning and Research developed the Land Use Compatibility for Community Noise Environments matrix within its Noise Element Guidelines, as shown in Figure 4.9-1. The objective of the noise compatibility guidelines is to provide the community with a means of judging the noise environment that it deems to be generally acceptable for different types of land uses. The compatibility table illustrates the ranges of community noise exposure in terms of what is "normally acceptable," "conditionally acceptable," "normally unacceptable," and "clearly unacceptable."

Fundamentals of Environmental Groundborne Vibration

Vibrating objects in contact with the ground radiate energy through that medium; if a vibrating object is massive enough and/or close enough to the observer, its vibrations are perceptible. The rumbling sound caused by the vibration of room surfaces is called groundborne noise. The ground motion caused by vibration is measured in vibration decibels (VdB).

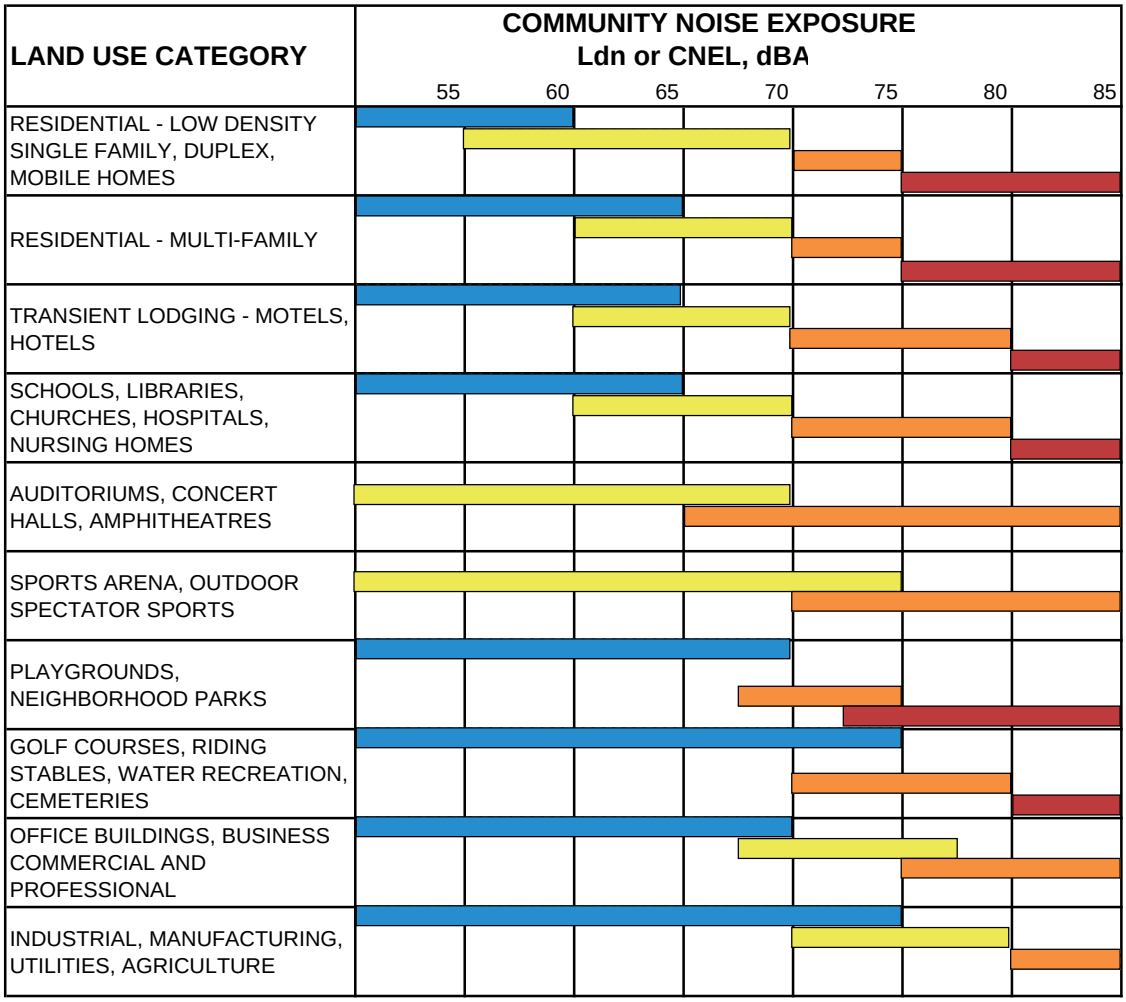
The background vibration velocity level in residential areas is usually around 50 VdB. The vibration velocity level threshold of perception for humans is approximately 65 VdB. A vibration velocity level of 75 VdB is the approximate dividing line between barely perceptible and distinctly perceptible levels for many people. Most perceptible indoor vibration is caused by sources within buildings such as the operation of mechanical equipment, movement of people, or the slamming of doors. Typical outdoor sources of perceptible groundborne vibration are construction equipment, steel-wheeled trains, and traffic on rough roads. If a roadway is smooth, the groundborne vibration from traffic is rarely perceptible. The range of interest is from approximately 50 VdB, which is the typical background vibration velocity level, and 100 VdB, which is the general threshold where minor damage can occur in fragile buildings.

The general human response to different levels of groundborne vibration velocity levels is described in Table 4.9-1.

Table 4.9-1 Human Response to Different Levels of Groundborne Vibration

Vibration Velocity Level	*Human Reaction*
65 VdB	Approximate threshold of perception for many people.
75 VdB	Approximate dividing line between barely perceptible and distinctly perceptible. Many people find vibration at this level is annoying.
85 VdB	Vibration acceptable only if there are an infrequent number of events per day.

SOURCE: FTA and US DOT 2006



NORMALLY ACCEPTABLE
Specified land use is satisfactory, based upon the assumption that any buildings involved are of normal conventional construction, without any special noise insulation requirements.

NORMALLY UNACCEPTABLE
New construction or development should generally be discouraged. If new construction or development does proceed, a detailed analysis of the noise reduction requirements must be made and needed noise insulation features included in the design

CONDITIONALLY ACCEPTABLE
New construction or development should be undertaken only after a detailed analysis of the noise reduction requirements is made and needed noise insulation features included in the design. Conventional construction, but with closed windows and fresh air supply systems or air conditioning will normally suffice.

CLEARLY UNACCEPTABLE
New construction or development should generally not be undertaken.

Source: Guidelines for the Preparation and Content of Noise Elements of the General Plan, California Office of Planning and Research, 2003.

Noise Compatibility Matrix

Figure 4.9-1

Sources of Noise

The primary sources of noise in Pomona are freeways and roadways, railroads, stationary sources, and aircraft, as described below.

Freeways and Roadways

The dominant sources of noise throughout Pomona are transportation-related. Motor vehicle noise commonly causes sustained noise levels, often in close proximity to sensitive land uses. The major sources of traffic noise in the city are the San Bernardino Freeway (Interstate 10); the Orange Freeway (State Highway 57); the Pomona Freeway (State Highway 60); the Chino Valley Freeway (State Highway 71); and major arterial streets such as Reservoir Street, Garey and Holt Avenues, and Foothill, Indian Hill, and Mission Boulevards. Many residential uses built near the highways and arterial roadways include some level of noise attenuation, provided by either a sound barrier or grade separation. For example, both the Pomona Freeway and the San Bernardino Freeway are elevated above their surroundings and are bordered by soundwalls along most of their length. The Chino Valley Freeway north of Holt Avenue is an above-grade facility with some attenuation provided by landscaping along its north side, where it borders residential neighborhoods. South of Mission Boulevard this freeway is an at-grade facility along much of its length through residential neighborhoods in southern Pomona, but also has setbacks, soundwalls, or other noise attenuation features adjacent to the neighborhoods along its path. However, many residences near heavily travelled arterial roadways, particularly in older residential areas of the city, have no such protection and can be exposed to high noise levels. The City reviews noise attenuation features for new residences on a project-by-project basis. This means that as residential projects are proposed near major roadways within the city, future noise levels are evaluated and noise mitigation strategies are developed as necessary to meet City standards. As part of the analysis included in this EIR, baseline noise levels at select locations throughout the city were gathered

Railroads

Another major source of noise in Pomona is railroads. The Burlington Northern/Santa Fe (BNSF) and Union Pacific (UPRR) Railroads both operate rail lines that bisect the city of Pomona, with the BNSF line (Pomona North line) in the northern part of the city and the UPRR (Pomona South line) in the central part of the city. Both of these lines are also used for Metrolink passenger train service. Freight traffic on the railroad that serves the Pomona South line, and to a lesser extent on the Pomona North line, can produce significant noise levels. Passenger service on these lines is less frequent than freight traffic, generally consists of shorter trains, and generally produces lower noise levels than the freight traffic. Nighttime traffic on these lines has the potential to be particularly disruptive to the community noise environment because of the greater sensitivity of many sensitive receptors to noise during nighttime hours when many people are asleep.

Stationary Sources

Stationary sources of noise within the city include common building or home mechanical equipment, such as air conditioners, ventilation systems, or pool pumps; bells and loudspeakers at schools and

businesses; indoor and outdoor entertainment venues; and mechanical tools and equipment at commercial and industrial facilities.

Aircraft

Brackett Field is a general aviation airport located north of Pomona in the city of La Verne. Although aircraft noise can be heard throughout the city, the highest noise levels are experienced just east of the airport and are generated by aircraft departures. However, as shown on Figure 4.9-2, the 65 and 60 dBA CNEL noise contours only cross into the city boundaries within the grounds of the Fairplex, which is not a noise-sensitive receptor.

Special Noise Sources

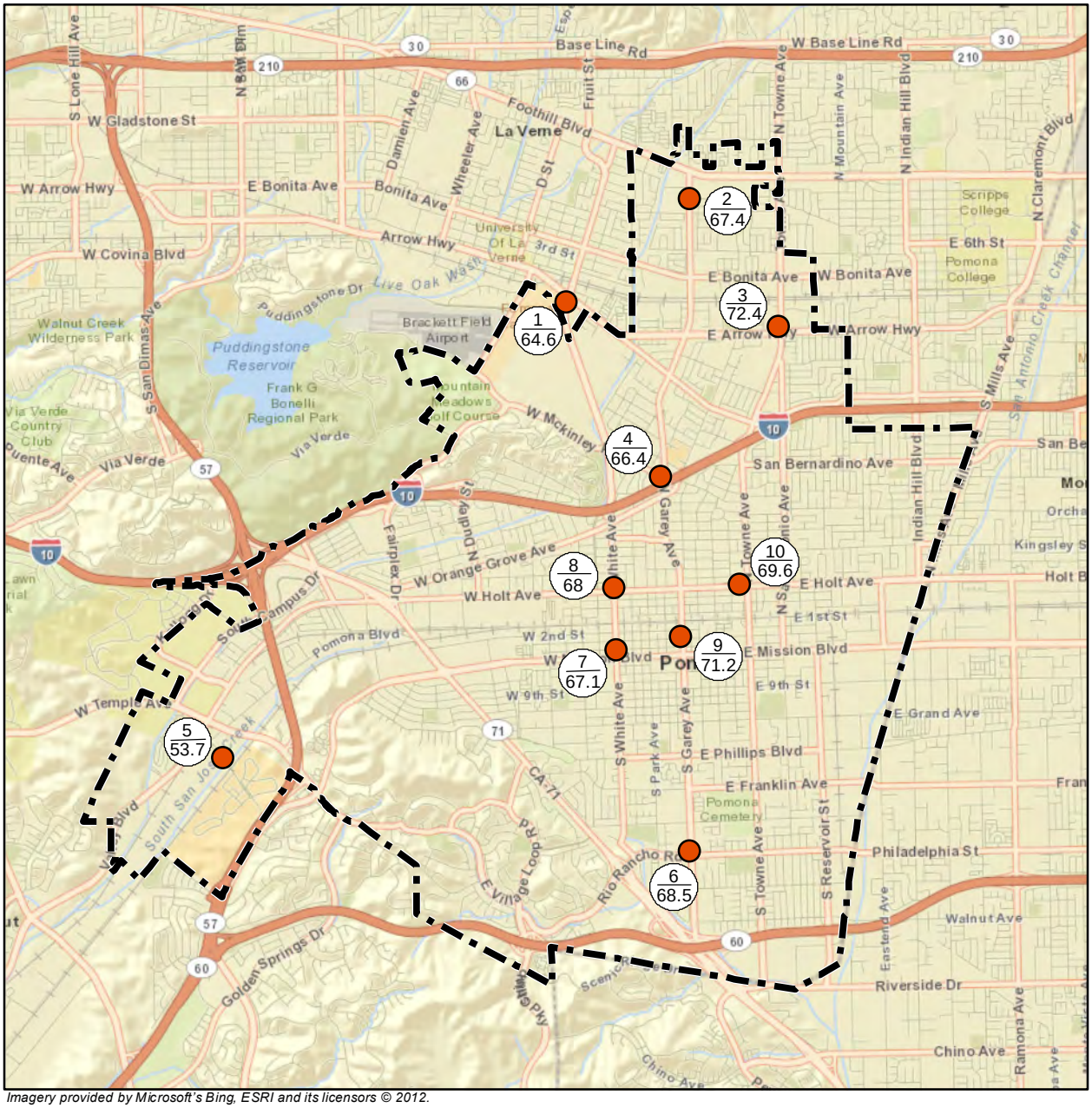
Construction activities are a regular and on-going source of noise throughout the city. The noise levels generated by construction activities are generally isolated to the immediate vicinity of the construction site and occur during daytime hours in accordance with city regulations (discussed below). Construction activities also occur for relatively short-term periods of a few weeks to a few months. Landscaping equipment used for residential and non-residential properties and other small equipment used at multiple sites also creates noise.

Portions of the city that are in close proximity to the Los Angeles County Fairplex are also exposed to noise generated by racing activities two times a year when the National Hot Rod Association (NHRA) hosts national racing events at Pomona Raceway. The events occur Thursday through Sunday on two weekends per year. These areas are also exposed to noise generated during the Los Angeles County Fair, which takes place over four weeks in September of each year. Noise-generating Fair activities include music concerts, fireworks, and crowd noise from the Fair midway and events such as horse races (Los Angeles County Fair, March 2013).

In addition, the Downtown Pomona Arts & Entertainment District has a number of entertainment venues with open-air areas, such as rooftop patios and outdoor plazas, used for noise-generating uses, such as live bands.

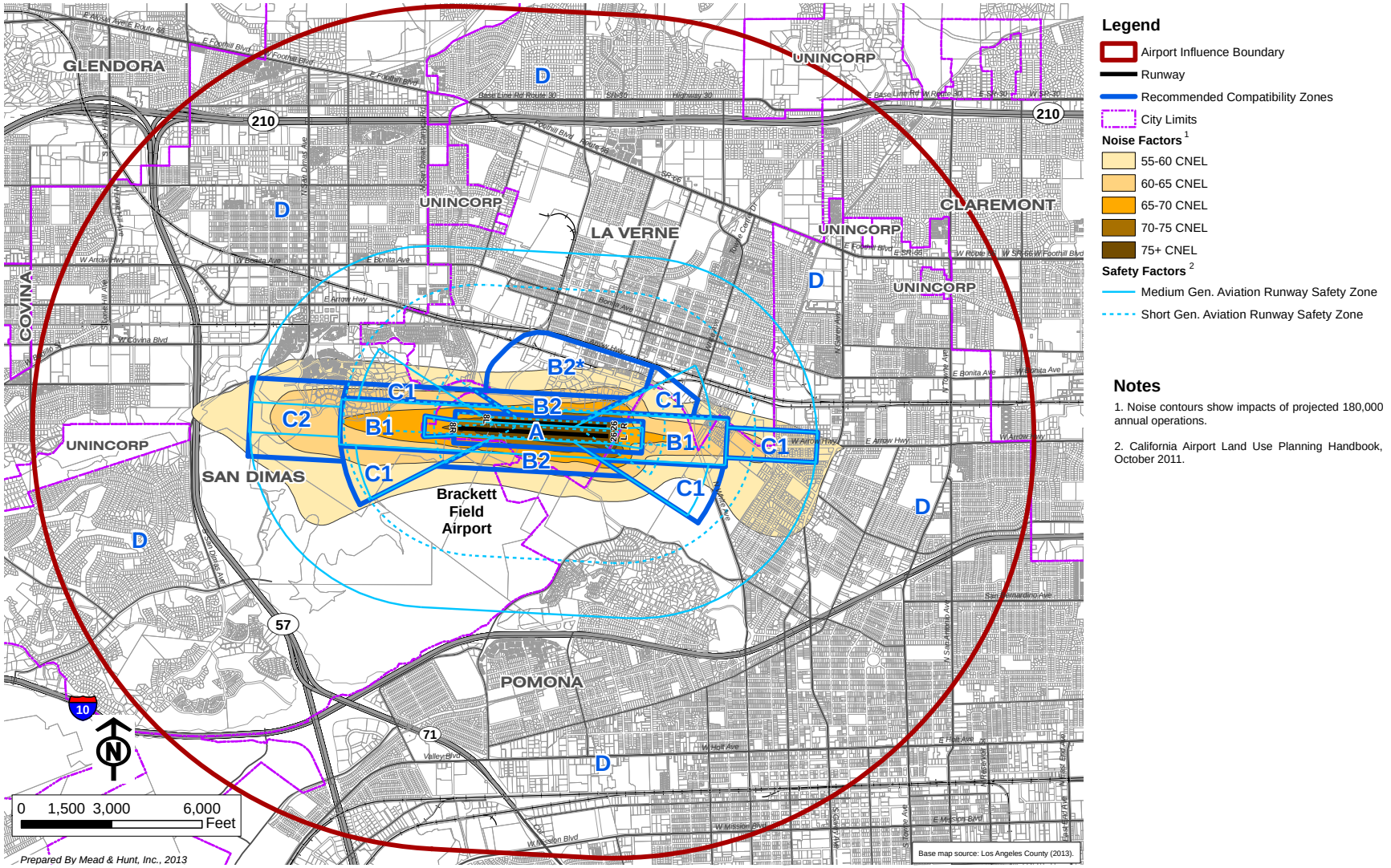
Sensitive Receptors

Certain types of land uses are more sensitive to noise than others, and noise exposure goals for various types of land uses reflect the varying noise sensitivities associated those uses. Residences, hospitals, schools, guest lodging, libraries, and religious institutions are most sensitive to noise intrusion and therefore have more stringent noise exposure targets than commercial or recreational uses that are not subject to impacts such as sleep disturbance. Noise sensitive residential areas are located throughout Pomona. Most residential noise-sensitive uses are located in relatively quiet areas lacking major noise sources. However, as previously mentioned, residences and other noise-sensitive receptors located along major arterial roadways or freeways, highways, and rail lines may experience elevated noise levels. Schools are located throughout the community, usually in proximity to residential areas, and are generally exposed to similar noise levels. Other noise-sensitive land uses near major noise sources include Pomona Valley Hospital Medical Center, located just north of the San Bernardino Freeway between Garey Avenue and Orange Grove Avenue, and the Casa Colina Centers for Rehabilitation, located at the northeast corner of the intersection of Garey Avenue and Bonita Avenue.



Existing Noise Levels

Figure 4.9-2



Proposed Draft Airport Noise Contours

Figure 4.9-3

Existing Noise Levels

Roadway Noise Levels

In order to characterize the noise environment in Pomona, noise levels were measured at 10 locations throughout the city. Table 4.9-2 shows current measured noise levels in the city, while Figure 4.9-4 shows the locations and corresponding noise level measurements. Noise levels are generally highest along or adjacent to major roadways.

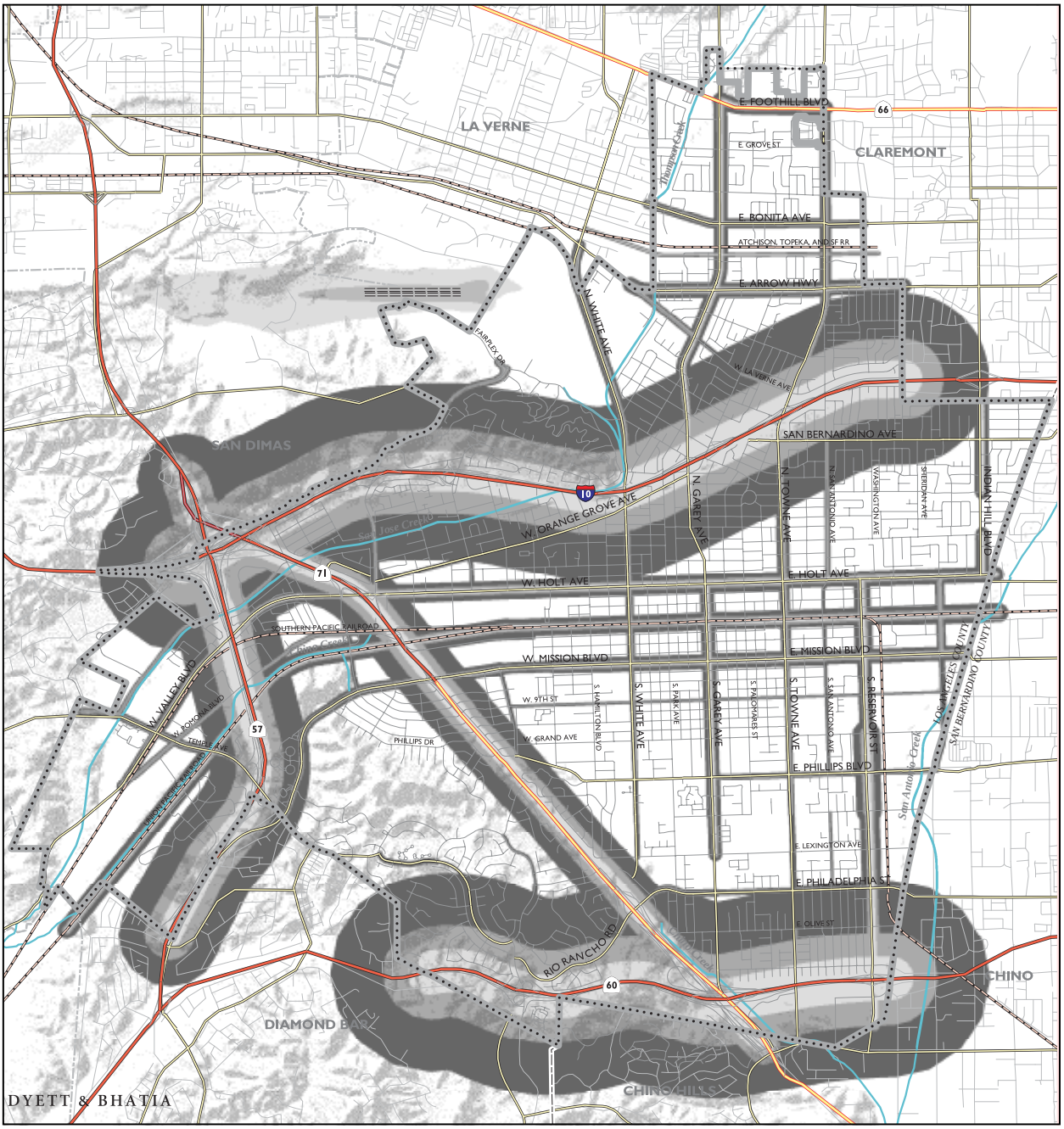
Table 4.9-2 Measured Noise Levels

Site No.	*Location*	*Leq*	*Lmin*	*Lmax*
1	White Ave south of Arrow Hwy	64.6	44.5	79.1
2	Garey Ave south of Drake St	67.4	47.2	88.3
3	Towne Ave north of Arrow Hwy	72.4	53.9	98.1
4	McKinley Ave near Garey Ave	66.4	59.0	82.9
5	State St north of railroad tracks	53.7	40.2	78.3
6	Garey Ave north of Philadelphia St	68.5	53.4	87.2
7	White Ave north of Mission Blvd	67.1	50.5	80.1
8	White Ave north of Holt Ave	68.0	52.6	87.6
9	Garey Ave near Fox Theatre	71.2	58.4	92.8
10	Holt Ave west of Towne Ave	69.6	54.1	84.7

See Figure 4.9-4 for noise measurement locations. Leq is the average sound level. Lmin is the minimum instantaneous sound level. Lmax is the maximum instantaneous sound level.

Based on the monitoring results, the highest noise levels in Pomona are found on along Garey Avenue near the Fox Theatre (Site 9) and along Towne Ave north of Arrow Hwy (Site 3). The high levels of noise at these locations are primarily generated by vehicle traffic on the surrounding streets. In addition, a bus stop near Site 9 and a car wash near Site 3 contributed to high noise levels in these areas. Higher noise levels can also be found near most of the other monitoring locations (Sites 2, 6, 7, 8 and 10), all of which are located on or near the city's major roadway corridors. Noise in these areas is generated by the use of vehicles, commercial establishments and groups of pedestrians.

As part of the Existing Conditions, Opportunities, and Challenges Report produced in May 2004, existing 24-hour noise levels were calculated for various freeway and roadway segments throughout the city. This task was accomplished using the Federal Highway Administration Highway Noise Prediction Model (FHWA-RD-77-108). The model calculates the average noise level at specific locations based on traffic volumes, average speeds, roadway geometry, and site environmental conditions. The average vehicle noise rates (energy rates) utilized in the FHWA Model were modified to reflect average vehicle noise rates identified for California by Caltrans (Hendriks 1988). The Caltrans data show that California automobile noise is 0.8 to 1.0 dBA higher than national levels and that medium and heavy truck noise is 0.3 to 3.0 dBA lower than national levels (Hendriks 1988). Noise levels were modeled for the highway and roadway segments with the highest traffic volumes within the city. The freeway and roadway noise contours derived from this modeling are shown in Figure 4.9-2, along with noise contours caused by railroad and aircraft activity. Comparing the modeled results to the measured noise levels shown in Table



Source: Pomona General Plan Update, Existing Conditions, Opportunities, and Challanges Report, Dyett & Bhatia, May 2004.

Existing Noise Contours

- 60 CNEL
- 65 CNEL
- 70 CNEL
- Brackett Field Airport Runway
- City Limits
- Sphere of Influence

N

0 .25 .5 1.0 Miles

Existing Noise Contours

Figure 4.9-4

4.9-2 shows that the modeled noise levels remain generally consistent with existing noise conditions in the city, though in some cases(e.g., along McKinley Ave near Garey Ave and at State St north of the railroad tracks), measured noise levels were lower than the modeled contours.

Based on this information, the San Bernardino Freeway, Orange Freeway, Pomona Freeway, Chino Valley Freeway, Foothill Boulevard, Garey Avenue, Holt Avenue, Mission Boulevard, Reservoir Street, and the two rail lines are the greatest sources of noise within the city. Existing residential uses in close proximity to these highways, roadway segments, and rail lines could be exposed to high noise levels on a regular basis. However, it should also be noted that the model may not account for some local conditions that can attenuate noise, such as sound walls along roadways (as discussed above under *Freeways and Roadways*), as well as attenuation derived from buildings and topography.

4.9.2 Regulatory Framework

Various standards have been developed to address the compatibility of land uses and noise levels. As discussed above in the *Fundamentals of Sound, Environmental Noise, and Sound Measurement* section of this section, the Governor's Office of Planning and Research has published guidelines for noise and land use compatibility, shown in Figure 4.9-1. Pomona considered these guidelines when developing its General Plan Noise Element and determining the acceptable noise levels within its community. Additionally, Title 24 of the California Code of Regulations establishes California Noise Insulation Standards for all new multi-family residential units, specifically an interior noise standard of 45 dBA.

The Noise & Safety Component of the General Plan Update identifies sources of noise in the city and provides objectives and policies to ensure that noise from various sources would not create an unacceptable noise environment. This Component of the General Plan is a tool that the City can use to achieve and maintain land uses with compatible environmental noise levels. Figure 7-G.1 of the General Plan Update shows the City of Pomona Land Use Compatibility Guidelines for noise, which correspond to the State guidelines shown in Figure 4.9-1. Based on these standards, exterior noise levels of 60 dBA CNEL and lower are "normally acceptable" for single-family residential uses, while exterior noise levels of 65 dBA CNEL and lower are "normally acceptable" for multi-family residential uses. "Normally acceptable" is defined as the highest noise level that should be considered for the construction of new buildings that incorporate conventional construction techniques, but without any special noise insulation requirements.

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

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

Sections 18-311(a) through (e), "Exterior Noise Standards," and 18-312(a) through (e), "Interior Noise Standards," of the Noise Ordinance establish acceptable exterior and interior noise standards for each noise zone, and are shown below in Tables 4.9-3 and 4.9-4. Each of the noise limits listed in Tables 4.9-3 and 4.9-4 shall be reduced by 5 dBA for impulse and simple tone noises or for noises consisting of speech or music provided; however, that if the ambient noise level exceeds the resulting standard, the ambient noise level is the standard.

Table 4.9-3 Exterior Noise Standards

Noise Zone	*Time Interval*	*Allowable Noise Level*
1	10PM to 7AM 7AM to 10PM	50 dBA 60 dBA
2	10PM to 7AM 7AM to 10PM	50 dBA 65 dBA
3	10PM to 7AM 7AM to 10PM	60 dBA 65 dBA
4	Any	70 dBA
5	Any	70 dBA

SOURCE: City of Pomona Noise Ordinance Section 18-311(a)

Table 4.9-4 Interior Noise Standards

Noise Zone	*Type of Land Use*	*Time Interval*	*Allowable Interior Noise Level*
All	Residential	10PM to 7AM 7AM to 10PM	40 dBA 50 dBA

SOURCE: City of Pomona Noise Ordinance Section 18-312(a)

Sections 18-311(b) through (e) of the City of Pomona Noise Ordinance

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

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

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

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

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

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

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

(c) 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.

(d) If the measurement location is on a boundary between two different noise zones, the lower noise level standard applicable to the noise zone shall apply.

(e) If the intruding noise source is continuous and cannot reasonably be discontinued or stopped for a time period whereby the ambient noise level can be determined, the measured noise level obtained while the source is in operation shall be compared directly to the allowable noise level standards as specified respective to the measurement location's designated land use and for the time of day the noise level is measured. The reasonableness of temporarily discontinuing the noise generation by an intruding noise source shall be determined by the chief of police for the purpose of establishing the existing ambient noise level at the measurement location.

Section 18-305(3), "Exemptions" of the City of Pomona Noise Ordinance

A special provision is provided for certain noise sources, including construction noise, in Section 18-305, "Exemptions" of the Noise Ordinance to allow noise levels to exceed the above standards, as listed below:

(1) Occasional outdoor gatherings, public dances, shows, and sporting and entertainment events, provided such events are conducted pursuant to a permit or license issued by the city relative to the staging of such events. Notwithstanding the forgoing, any conditional use permit or other permit issued by the City of Pomona requiring the permittee to abide by this article shall not be entitled to an exemption under this section without express action of such exemption.

(2) Except as provided in section 14-399, any mechanical device, apparatus or equipment used, related to or connected with emergency machinery, vehicle, work or warning alarm or bell, provided the sounding of any bell or alarm on any building or motor vehicle shall terminate its operation within 30 minutes in any hour of its being activated.

(3) Noise sources associated with or vibration created by 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 8:00 p.m. and 7:00 a.m. on weekdays, including Saturday, or at any time on Sunday or a federal holiday, and provided the noise level created by such activities do not exceed the noise standard of 65 dB(A) plus the limits specified in section 18-311(b) as measured on residential property and any vibration created does not endanger the public health, welfare and safety.

(4) All mechanical devices, apparatus or equipment associated with agricultural operations, provided:

a. Operations do not take place between 8:00 p.m. and 7:00 a.m. on weekdays, including Saturday, or at any time on Sunday or a federal or state holiday;

b. Such operations and equipment are utilized for the protection or salvage of agricultural crops during periods of potential or actual frost damage or other adverse weather conditions; or

c. Such operations and equipment are associated with agricultural pest control through pesticide application, provided the application is made in accordance with permits issued by or regulations enforced by the County Department of Agriculture.

(5) Noise sources associated with the maintenance of real property, provided such activities take place between the hours of 7:00 a.m. and 8:00 p.m. on any day except Sunday or between the hours of 9:00 a.m. and 8:00 p.m. on Sunday.

(6) Any activity to the extent regulation thereof has been preempted by state or federal law.

Section 18-309, "Vibration" of the City of Pomona Noise Ordinance

> Notwithstanding other sections of this article, it shall be unlawful for any person to create, maintain or cause any ground vibration which is perceptible without instruments at any point on any affected property adjoining the property on which the vibration source is located. For the purpose of this article, the perception threshold shall be presumed to be more than 0.05 inch per second RMS vertical velocity.

4.9.3 Thresholds of Significance

The analysis of noise impacts focuses upon the proposed project's impact to existing noise-sensitive land uses and the impact of existing and future noise sources upon noise-sensitive uses allowed under the General Plan Update and Corridors Specific Plan. The project would result in potentially significant impacts if development facilitated by the project would result in substantial adverse physical impacts associated with any of the following conditions:

- Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies.
- Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels.
- A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project.
- A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project.
- For a project located within an airport land use plan or, where such a plan has not been adopted, within 2 miles of a public airport or public use airport, expose people residing or working in the project area to excessive noise levels.
- For a project within the vicinity of a private airstrip, expose people to residing or working in the project area to excessive noise levels.

The applicable standards established in the local general plan and noise ordinance are listed above in Section 4.9.2 (Regulatory Framework). The threshold to determine excessive groundborne vibration or noise is derived from the May 2006 *Transit Noise and Vibration Impact Assessment*, which sets the following thresholds:

- 65VdB where low ambient vibration is essential for interior operations, such as hospitals and recording studios.
- 72 VdB for residences and buildings where people normally sleep, including hotels.
- 75 VdB for institutional land uses with primary daytime use, such as churches and schools.
- 100 VdB for physical damage to buildings.

4.9.4 Project Impacts and Mitigation

Project Impacts

Threshold	Would the project result in exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?

Impact 4.9-1 **Implementation of the proposed General Plan Update and Corridors Specific Plan would generate or expose persons to ambient noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies. However, goals and policies contained in the proposed General Plan Update, as well as development standards and regulations contained in the proposed Corridors Specific Plan would minimize these impacts. Impacts would be Class III, *less than significant*.**

Locations throughout Pomona would experience changes in noise levels as a result of an increase in human activity due to implementation of the proposed General Plan Update and Corridors Specific Plan, although much of the growth accommodated under the General Plan Update and Corridors Specific Plan would occur within a renewed Downtown and along redefined corridors. The 13 Focus Areas in these areas would provide nearly 44% of the expected growth in population for the city as a whole (see Table 2-5 in Chapter 2, *Project Description*). Other sources of increased noise could occur if local rail lines experience increased traffic, including freight traffic, Metrolink service, "light rail" trains along the Metro Gold Line planned to be extended along the existing Metrolink tracks through northern Pomona, or perhaps even high speed trains along an extension of the State high speed rail system that would eventually connect downtown Los Angeles with Riverside and San Diego. However, other parties, such as the private rail freight companies, the Los Angeles Metropolitan Transit Authority, and the State High Speed Rail Authority, would determine the frequency of service on these rail lines. Increased train traffic on these lines would be a function of regional and State freight and travel demand, rather than a result of the General Plan Update itself, though it is acknowledged that the land use pattern envisioned in the Plan is aimed at increasing transit and rail ridership locally.

Noise levels in excess of standards established by the City could occur where sensitive receptors such as schools, libraries, health care facilities, and residential uses within the city would be exposed to exterior noise levels that exceed the City's standards as established under the Pomona Municipal Code (PMC), Section 18-311 and Section 18-312. Future development resulting from implementation of the General Plan Update and Corridors Specific Plan has the potential to locate future noise sensitive receptors in areas that exceed the City's "Normally Acceptable" threshold for sensitive uses shown in Figure 4.9-1.

Figure 2-5 of this EIR shows areas with the greatest potential for change under the proposed General Plan Update and Corridors Specific Plan and Figure 2-7 shows the proposed General Plan Land Use Map. These areas are the focus of most development called for under the General Plan Update and Corridors Specific Plan, and, because they are located on or near major transportation corridors such as freeways, major arterial roads, and rail lines, residential uses in these areas would have the potential to be exposed to noise levels in excess of the City's standards. For example, new residential uses may be built in areas near major arterial roadways and rail corridors in the Downtown; in the proposed Transit Oriented Districts and Activity Centers outside the Downtown; and areas designated Urban Neighborhood and Workplace District Edge near the rail corridor between Holt Avenue/Valley Boulevard in southern and western Pomona and the rail corridor between Bonita Avenue and Arrow Highway in northern Pomona. Activity Centers and Transit Oriented Districts are also proposed in the vicinity of the Fairplex, which is exposed to noise from activities at the Fairplex such as the NHRA races and the L.A. County Fair, as well as aircraft noise from Brackett Field.

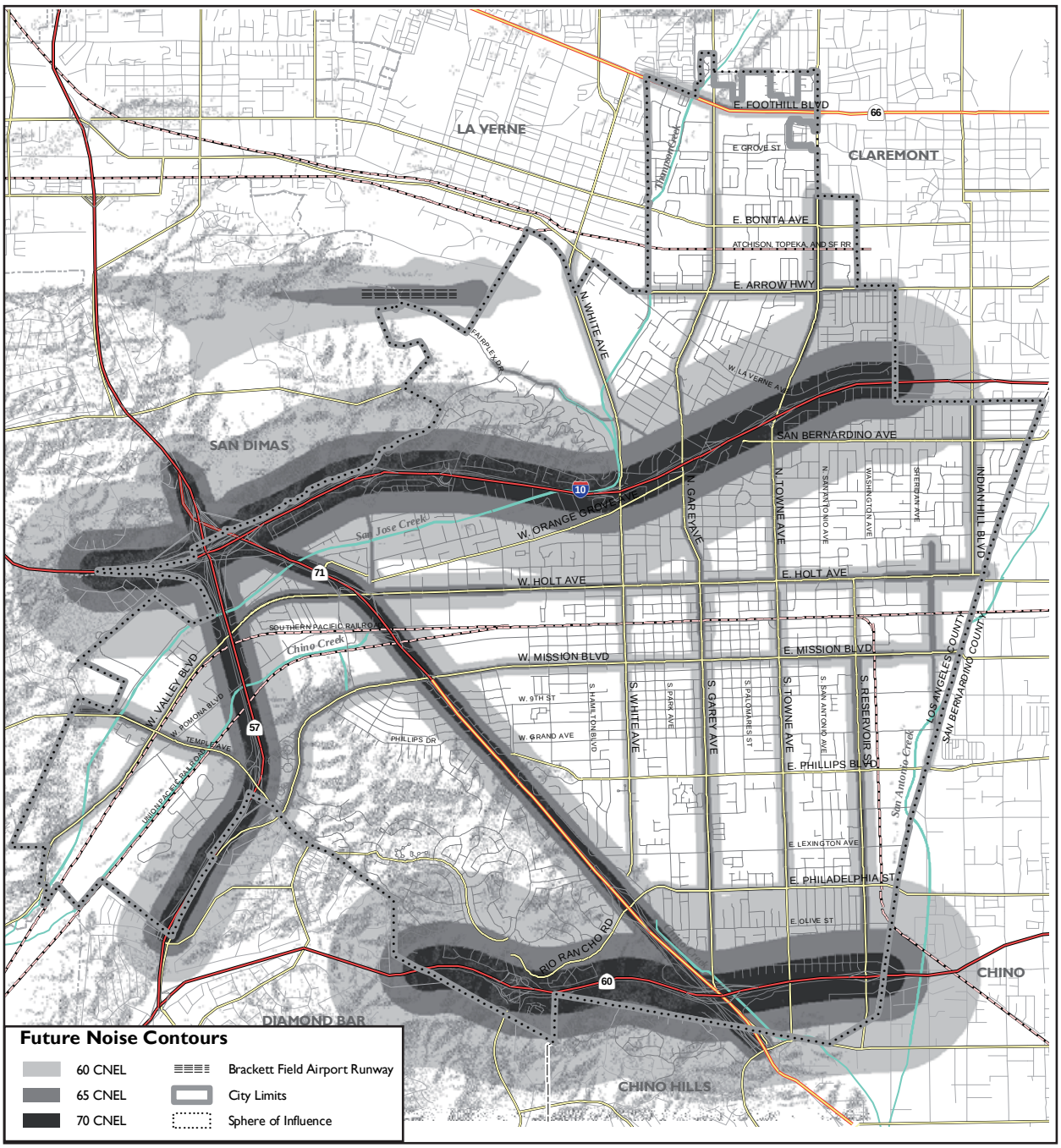
Implementation of policies under the proposed General Plan Update and Corridors Specific Plan would reduce noise impacts to existing and future land uses. For example, Goals 7G.G1 and 7G.G2, listed below, address both existing and potential future noise problems.

7G.G1 Protect public health and welfare by eliminating or minimizing the effects of existing noise problems, and by minimizing the increase of noise levels in the future.

7G.G2 Continue efforts to incorporate noise considerations into land use planning decisions, and guide the location and design of transportation facilities to minimize the effects of noise on adjacent noise-sensitive land uses.

A number of General Plan Update policies relate to this topic. Policy 7G.P2 discourages the location of new noise-sensitive uses in areas with projected noise levels greater than 65 dB CNEL (shown in Figure 4.9-5). However, the strategy of infill development and conversion of uses along the city's main corridors proposed in General Plan Update and Corridors Specific Plan would allow and even encourage new residential development in areas which may be subject to noise levels greater than 65 dB CNEL. To address this Policy 7G.P2 goes on to require for noise-sensitive development in areas subject to noise levels greater than 65 dB CNEL mitigation measures be incorporated to ensure that interior noise levels do not exceed 45 dB CNEL. The following policies would also implement General Plan Update Goals 7G.G1 and 7G.G2, and reduce noise-related impacts of the General Plan Update and Corridors Specific Plan:

- Policy 7G.P1 requires the City use the land use compatibility standards shown in Figure 4.9-1 to determine acceptable uses and insulation requirements in noise-impacted areas.
- Policy 7G.P3 requires the City continue to restrict noise and require mitigation measures for any noise-emitting construction equipment or activity.
- Policy 7G.P4: requires design measures near Metrolink stations to reduce interior noise in order to allow transit oriented development to include office and residential uses.
- Policy 7G.P5 requires the City reduce speed limits on arterial streets if necessary to lower sound to appropriate levels for adjacent and surrounding land uses.



Source: City of Pomona 2011 General Plan Update.

Future Noise Contours

Figure 4.9-5

- Policy 7G.P6 requires the City require all residential and any other noise sensitive uses that may be permitted at the Fairplex in the future to include noise insulation adequate to meet the City's interior noise standards during National Hot Rod Association racing events and the Los Angeles County Fair.

The Corridors Specific Plan is an implementation tool of the General Plan Update and is consistent with its goals and policies. It contains development standards and regulations for the corridors along which much of the increased development and traffic accommodated by the General Plan Update would occur. Where these corridors are near residential neighborhoods or other noise-sensitive receptors, these receptors could experience increased noise levels. Section 6D of the General Plan Update states that "the General Plan anticipates a reasonable amount of infill development along Pomona's major corridors, emphasizing streetscape improvements to add visual appeal and value, development continuity along the street edge, and buffering and compatibility with adjacent neighborhoods." Several goals and policies in the General Plan Update would help achieve this "buffering" function. For example, Policy 6D.P13 requires that, where street activity is important, new development is to be located closer to the sidewalk with buildings lining the majority of the property frontage. Although this would represent increased intensity of use on these sites, a taller and more continuous "wall of buildings" along the street would buffer adjacent residential neighborhoods from traffic noise and other noise along the corridors. Policy 6D.P15 calls on the City to use a combination of capital improvements and private investment to provide new parks, walkable streetscapes, extensive tree plantings, landscape enhancements, and appropriate buffers to adjacent neighborhoods. The development standards and regulations contained within the Corridors Specific Plan are the tools that implement these policies. For example, Section 2.1 – *Development Standards* of the Corridors Specific Plan contains minimum frontage coverage requirements for each Corridor and Segment covered under the Specific Plan that would carry out these policies in areas that roughly correspond to the Focus Areas that will accommodate most of the new development allowed under the General Plan Update.

Through implementation of the City's existing noise regulations and standards, the goals and policies of the proposed General Plan Update, and the development standards and regulations of the proposed Corridors Specific Plan, potential noise impacts related to the project's potential to expose existing and future land uses to noise levels in excess of City standards would be **less than significant**.

Threshold	Would implementation of the proposed General Plan result in exposure of people to excessive groundborne vibration or noise?

Impact 4.9-2 **Construction and operation of projects carried out under the proposed General Plan Update and Corridors Specific Plan could result in vibration levels that could cause disturbance to sensitive receptors or physical damage to fragile buildings. While goals and policies contained in the proposed General Plan Update, as well as development standards and regulations contained in the proposed Corridors Specific Plan, would reduce these impacts, vibration impacts related to exposure of future uses to excessive vibration levels near active rail lines would be Class II, *significant but mitigable*.**

Groundborne vibration in Pomona is generated primarily by two sources: temporary construction activities and permanent traffic on roadways and railways. Both of these activities, while they are occurring, create "frequent" vibration events as defined in the FTA's May 2006 *Transit Noise and Vibration Impact Assessment*, which sets a 72 VdB threshold for frequent events affecting residences and buildings where people normally sleep and a 100 VdB threshold for minor cosmetic damage to fragile buildings (vibration levels below 100 VdB produce no damage to buildings).

Construction activities that would occur under the proposed General Plan Update and Corridors Specific Plan would generate groundborne vibration. Table 4.9-5 identifies vibration levels for common types of construction equipment.

Table 4.9-5 Vibration Source Levels for Construction Equipment

Equipment		Approximate VdB		
		25 Feet	50 Feet	100 Feet
Pile Driver (impact)	upper range	112	106	100
	typical	104	98	92
Pile Drive (sonic)	upper range	105	99	93
	typical	93	87	81
Large Bulldozer		87	81	75
Loaded Trucks		86	80	74
Jackhammer		79	73	67
Small Bulldozer		58	52	46

SOURCE: FTA and US DOT, 2006

Under the proposed General Plan Update and Corridors Specific Plan, construction activities would occur at discrete locations in the city and vibration from such activity may impact existing buildings and their occupants if they are located close enough to the construction sites. Based on the information presented in Table 4.9-5, if sensitive receptors are located close enough to potential project construction sites these sensitive receptors (e.g., residents, school children) could experience vibration levels that exceed the FTA's vibration impact threshold of 72 VdB. However, this threshold is for residences where people normally sleep. Section 18-305(3)(3) of the Pomona Municipal Code (PMC) specifically exempts noise sources associated with or vibration created by construction, repair, remodeling or grading of any real property or during authorized seismic surveys, provided that 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 PMC as measured on residential property and any vibration created does not endanger the public health, welfare and safety. These restrictions on hours of construction would keep any such construction activities exceeding 72 VdB at the nearest sensitive receptor from interfering with people's sleep.

As shown in Table 4.9-5, construction activities involving pile drivers can cause higher vibration levels with the potential to cause physical damage to nearby buildings. For example, at its upper range, an impact pile driver can produce 100 VdB at up to 100 feet from the source, which would exceed the

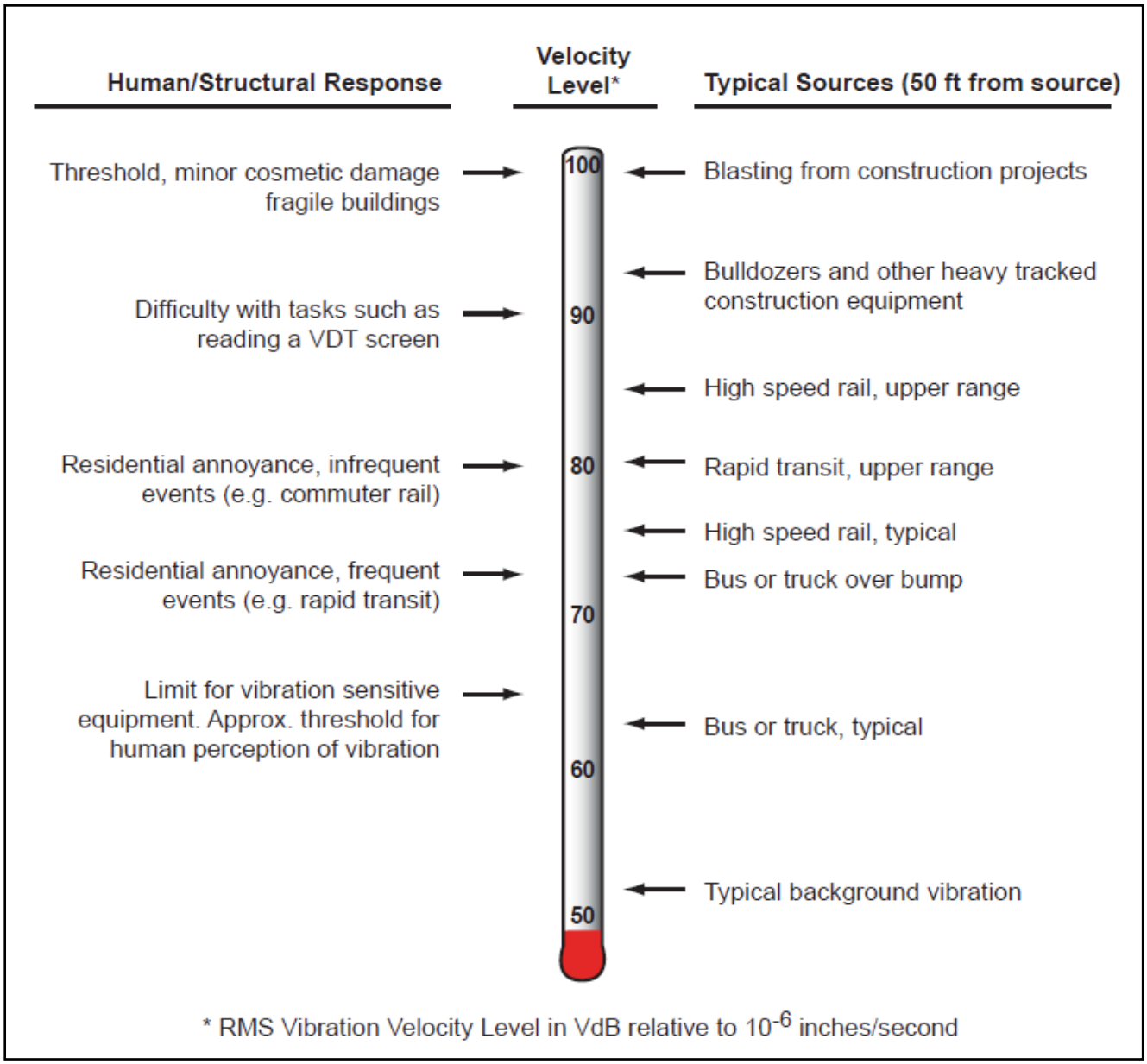
FTA's threshold for minor cosmetic damage to fragile buildings. However, whether or not this would occur would depend on the circumstances of individual construction projects, such as whether or not they involve pile driving and their proximity to any fragile building. Section 18-309 of the PMC forbids the creation of ground vibration that is perceptible without instruments at any point on any affected property adjoining the property on which the vibration source is located. Construction vibration would be exempt from this provision unless, as stipulated in Section 18-305(3)(3) of the PMC, it would endanger the public, health, welfare and safety. The City reviews the potential for such impacts before it issues building permits, and would require measures to ensure that physical damage to neighboring buildings would not occur before issuing a building permit. Thus, construction vibration impacts of the proposed project would be **less than significant**.

Automotive traffic on roadways and train traffic on railways also produce groundborne vibration. These sources of vibration are not governed by the PMC. As shown in Table 4.9-5, a loaded truck can produce 86 VdB at 25 feet, and 74 VdB at 100 feet. Such vibration levels may occasionally exceed the FTA's 72 VdB threshold, but would not exceed the 100 VdB threshold. Although the proposed project may increase automotive traffic levels in Pomona as the community grows in population and accommodates new business activity, the same goals and policies within the General Plan Update and the development standards and regulations within the Corridors Specific Plan that would reduce impacts from auto traffic-related noise would also reduce impacts from auto traffic-related vibration.

Vibration levels from trains depend on the kind of train. Pomona already experiences freight rail traffic and passenger rail traffic on the Amtrak and Metrolink lines that run through the community. The trains running on these lines are generally referred to as "heavy rail". In the future, Pomona may experience not only increased freight and passenger traffic along these lines, but also the introduction of "light rail" trains along the Metro Gold Line, which is planned to be extended along the existing Metrolink tracks through northern Pomona, or perhaps even high speed trains along an extension of the State high speed rail system that would eventually connect downtown Los Angeles with Riverside and San Diego. Figure 4.9-6 shows typical levels of ground-borne vibration from the FTA's *Transit Noise and Vibration Impact Assessment.*

As shown in Figure 4.9-6, vibration levels from rail transit (at 50 feet from the source) range from approximately 75-85 VdB for high speed rail, approximately 80 VdB for commuter rail, and approximately 70-80 VdB for other forms of rail rapid transit. Potential peak VdB levels are therefore 85 VdB at 50 feet for the Pomona South Line, which may someday accommodate high speed rail, and 80 VdB at 50 feet for the Pomona North Line, which will continue to accommodate freight trains and Metrolink trains and is planned to also accommodate light rail. These vibration levels would have the potential to exceed the FTA's 72 VdB threshold for sensitive receptors where people normally sleep, but would not exceed the FTA's 100 VdB threshold for minor cosmetic damage to fragile buildings. In order to achieve the FTA's 72 VdB threshold, sensitive receptors would need to be located at least 130 feet from the tracks accommodating high speed trains and at least 90 feet from tracks accommodating other forms of rail transit. These attenuation rates were calculated based on information in Chapter 12 of the Transit Noise and Vibration Assessment (April 1995) prepared by Harris Miller Miller & Hanson, Inc.

The proposed General Plan Update has policies requiring the City to use the Noise Compatibility Matrix shown in Figure 4.9-1 to determine acceptable uses and insulation requirements in noise-impacted areas



Source: Figure 7-3. Typical Levels of Ground-Borne Vibration, Transit Noise and Vibration Impact Assessment. FTA, May 2006.

Typical Levels of Ground-Borne Vibration

Figure 4.9-6

as part of its development review process (Policy 7G.P1) and to require the use of noise mitigating measures including, but not limited to, the use of double-paned soundproof windows near Metrolink stations to allow transit oriented development to include office and residential uses (Policy 7G.P4). However, it does not have any similar policies requiring the City to consider vibration-related impacts of locating new development in proximity to rail lines. Because the General Plan Update calls for accommodating new housing in transit-oriented districts and urban neighborhoods in close proximity to the Pomona South and Pomona North rail lines (see Figure 2-7), vibration-related impacts on these residences are **significant but mitigable**. Because the proposed Corridors Specific Plan in an implementation tool of the General Plan Update that would facilitate development in the same areas, its impacts in this regard are also **significant but mitigable**. Mitigation to address these impacts is provided at the end of this chapter.

Threshold	Would the project result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?

Impact 4.9-3 **Implementation of the proposed General Plan Update and Corridors Specific Plan would result in increases in ambient noise levels for some noise-sensitive receptors. However, goals and policies in the General Plan Update, as well as development standards and regulations in the Corridors Specific Plan, would minimize these impacts. Impacts would be Class III, *less than significant*.**

Existing and future 24-hour noise levels have been calculated for individual roadway segments within Pomona as part of the proposed General Plan Update and Corridors Specific Plan. Figures 4.9-2 and 4.9-5 show existing and future noise contours. As can be seen by comparing these two figures, there is not expected to be a substantial difference between existing and projected noise levels around the city's major sources of ambient noise: freeways, highways, major arterial roadways, and railroads. In addition to the modeled contours, future development could be subject to noise from existing and planned rail operations.

Roadway noise contours are generated by a computer model, and may not always reflect true noise conditions at a particular location. Intervening structures or other noise-attenuating obstacles between a roadway and a receptor may reduce roadway noise levels at the receptor. However, existing and future noise-sensitive receptors would be expected to experience noise levels very similar to those indicated by the noise contours. In general, it is easier to ensure proper noise attenuation for new uses, which can be required to incorporate noise attenuating features into their design before they are built, than it is to ensure proper noise attenuation for existing uses, which cannot easily be redesigned or retrofitted to provide greater noise attenuation, and for which it is not always feasible to construct barriers between the sensitive receptor and the noise source. As discussed under Impact 4.9-1, a number of goals and policies in the General Plan Update, as well as development standards and regulations in the Corridors Specific Plan, would help mitigate the impact of traffic noise on sensitive receptors. Some of these, such as Policy 7G.P2, require that new projects located in areas with projected noise levels of 65 dB CNEL or higher provide noise mitigation to reduce interior noise levels to 45 db CNEL, would help reduce noise impacts on new sensitive receptors. Others, such as Policy 7G.P5, require the City to reduce speed limits on arterial streets if necessary to lower sound to appropriate levels for adjacent and surrounding land uses,

and would help ensure appropriate noise levels for existing sensitive receptors in areas negatively impacted by roadway noise.

In the future, Pomona may experience not only increased freight and passenger traffic along its rail lines, but also the introduction of "light rail" trains along the Metro Gold Line, which is planned to be extended along the existing Metrolink tracks through northern Pomona, or perhaps even high speed trains along an extension of the State high speed rail system that would eventually connect downtown Los Angeles with Riverside and San Diego. Such new service could increase train traffic and noise along these rail lines. Policy 7G.P2 would help ensure that new uses would, if necessary, provide their own noise attenuation to reduce interior noise to acceptable levels. Also, Policy 7G.P4 requires noise mitigating measures, including, but not limited to, the use of double-paned soundproof windows near Metrolink stations to allow transit oriented development to include office and residential uses. While existing uses along these rail lines could experience increased noise levels, the increased rail service along these lines is being pursued by agencies other than the City of Pomona, and would occur independently of the proposed General Plan Update and Corridors Specific Plan. Therefore, these noise impacts, if they occurred, would not be an impact of the project. Because permanent increases in ambient noise levels created by new development facilitated by the proposed project would be mitigated to a less than significant level by goals and policies in the General Plan Update, and because such noise impacts on existing development would either, as in the case of roadway noise, be reduced to a less than significant level or, as in the case of increased railway noise, not be an impact of the project, these impacts would be **less than significant**.

Threshold	Would the project cause substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?

Impact 4.9-4 **Implementation of the proposed General Plan Update and Corridors Specific Plan could expose noise-sensitive receptors to substantial temporary or periodic ambient noise increases. However, these impacts would be temporary, limited in their geographic scope, regulated by the Pomona Municipal Code, and in some cases reduced by policies of the proposed General Plan Update. Impacts would therefore be Class III, *less than significant*.**

Under the proposed General Plan Update and Corridors Specific Plan, the primary source of temporary or periodic noise within the city would be construction activity and maintenance work. This involves both on-site construction activity and the transport of workers and equipment to and from construction sites. Section 18-305(3)(3) of the PMC allows noise sources associated with or vibration created by 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 PMC as measured on residential property and any vibration created does not endanger the public health, welfare and safety. These restrictions would continue to ensure that construction noise impacts do not create a significant adverse effect on sensitive receptors.

Proposed Policy 7G.P3, which is to "Continue to restrict noise and require mitigation measures for any noise-emitting construction equipment or activity", would help reduce impacts related to construction noise. Construction noise is an existing noise source in the city and while noise levels at existing construction sites may not substantially differ from future construction noise resulting from development under the proposed General Plan Update and Corridors Specific Plan, it is anticipated that construction noise would be introduced in areas of the city where it did not previously exist. However, both existing and future construction noise would be regulated by the PMC, and construction noise impacts from individual projects would be temporary and geographically limited.

Other sources of noise that occur on a periodic or temporary basis include the operation of neighborhood or commercial landscape maintenance equipment, street and parking lot maintenance vehicles, loudspeakers, alarm systems, and automobiles and motorcycles with modified exhaust systems. Noise from these uses is addressed on a case-by-case basis through enforcement of the City's Noise Ordinance provisions.

The NHRA hosts national racing events at Pomona Raceway in the Los Angeles County Fairplex. The events occur Thursday through Sunday on two weekends per year. The Los Angeles County Fair takes place at Fairplex over four weeks in September of each year. As such, receptors located in proximity of the Fairplex are occasionally exposed to excessive noise levels; however, proposed Policy 7G.P6 would require all residential and any other noise sensitive uses that may be permitted at the Fairplex in the future to include noise insulation adequate to meet the City's interior noise standards during National Hot Rod Association racing events and the Los Angeles County Fair.

In addition, receptors located in proximity to the Downtown Pomona Arts & Entertainment District are exposed to noise on a periodic basis from use of outdoor areas for entertainment purposes within this area. Sources of noise can include playing of music, loud conversations and general noise associated with congregation of groups of people. However, noise from these venues is addressed on case-by-case basis through enforecement of the City's Noise Ordinance. In addition, for new sensitive receptors potentially located in this area, Policies 7G.P1 and 7G.P2 require consideration of insulation requirements in noise-impacted areas during the development review process and incorporation of mitigation measures to reduce interior noise levels in line with the City's interior noise standard.

Given the above, impacts associated with temporary or periodic increase in ambient noise levels would be **less than significant**.

Threshold	If the project is located within an airport land use plan or, where such a plan has not been adopted, within 2 miles of a public airport or public use airstrip, would it expose people residing or working in the project site to excessive noise levels?
Threshold	If the project is located within the vicinity of a private airstrip, would it expose people residing or working in the project site to excessive noise levels?

Impact 4.9-5 **Brackett Field is located adjacent to the Pomona city limit. The airport's 60 and 65 dBA CNEL noise contours cross into the city at the Fairplex. Future development at the Fairplex could include residential uses that could be exposed to airport noise levels in excess of existing thresholds. Impacts would be Class II, *significant but mitigable*.**

Brackett Field is a general aviation airport located north of Pomona in the city of La Verne. Although aircraft noise can be heard throughout the city, the highest noise levels are experienced just east of the airport and are generated by aircraft departures. The current 65 and 60 dBA CNEL noise contours for the airport cross into the city boundaries in the far western portion of the Fairplex in an area currently occupied by surface parking lots and the NHRA drag strip. The Los Angeles County Department of Regional Planning recently began preparation of an Airport Land Use Compatibility Plan (ALUCP) for Brackett Field. As part of this process the noise contours for the airport have been examined (Mead and Hunt, 2013). The proposed draft contours are generally the same as previous though the proposed draft 65-60 dBA CNEL contour extends into eastern portion of the Fairplex area. The only portion of the Corridors Specific Plan to fall with the draft noise contours is located along Garey Avenue south of Arrow Highway, which is located within the draft 55 to 60 dBA CNEL contour for the airport (Mead and Hunt, 2013).Should airport activity increase, the noise contours associated with the airport may also change.

General Plan Update Policy 7G.P6 would require adequate noise insulation for any noise-sensitive uses proposed within existing or future noise contours for the airport. In addition, the Brackett Field ALUCP will set forth land use compatibility policies applicable to future development in the vicinity of the Brackett Field. The policies will be designed to ensure that future land uses in the surrounding area will be compatible with potential long-range aircraft activities at the airport, and that the public's exposure to safety hazards and noise impacts are minimized. Mitigation measure HAZ-1, included in Chapter 4.6 (*Hazards*), recommends that policy language be added to the General Plan Update requiring consistency with the Los Angeles County Airport Land Use Compatibility Plan [once adopted] as it pertains to Brackett Field. Implementation of that measure would address the **significant but mitigable** noise impacts associated with airport operations.

It is noted that flight activities, particularly from low flying aircraft, may currently result in noise impacts to existing residences outside of the established noise contours for Brackett Field. Like many County-owned airports, Brackett Field is surrounded by noise sensitive residential and commercial areas. In order to mitigate potential negative impacts from aircraft operations and enhance compatibility with the surrounding communities, the Department of Public Works maintains a proactive noise mitigation

program with requested VFR flight paths, operational restrictions, and limited activities during certain hours of the day (LA County Department of Public Works, 2012).

Out of consideration for the communities surrounding the County-owned airports, pilots are requested to operate their aircraft in the quietest practical manner consistent with safety and Air Traffic Control instructions. Noise abatement control measures in operation at Brackett Field include:

- Runway 26 arrivals -- standard left-hand pattern.
- Runway 8 arrivals --non-standard right-hand pattern.
- No touch-and-go landings or pattern practice between 10PM and 7AM
- Avoid noise-sensitive areas whenever possible.
- 26L VFR departures --when speed and altitude permit, turn left 10 degrees at end of runway to remain over water until reaching west edge of reservoir.
- 26R VFR departures --day-use only -avoid homes along north shoreline. No turns before 57 Freeway.

Proposed General Plan Update Goals and Policies

For most impacts identified in this section, implementation of policies within the Noise & Safety Component of the proposed General Plan Update would reduce effects of prospective growth within the city. The policies that are applicable to the proposed project are included below.

Noise Goals

7G.G1 Protect public health and welfare by eliminating or minimizing the effects of existing noise problems, and by minimizing the increase of noise levels in the future.

7G.G2 Continue efforts to incorporate noise considerations into land use planning decisions, and guide the location and design of transportation facilities to minimize the effects of noise on adjacent noise-sensitive land uses.

Noise Policies

7G.P1 As part of development review, use Figure 7-G.1 (Land Use Compatibility for Community Noise Environments) [of the General Plan Update] to determine acceptable uses and insulation requirements in noise-impacted areas.

7G.P2 Discourage location of new noise-sensitive uses, primarily residential and educational facilities, in areas with projected noise levels greater than 65 dB CNEL, as shown in Figure 7-G.2 (Future Noise Contours) [of the General Plan Update]. Where such uses are permitted, require incorporation of mitigation measures to ensure that interior noise levels do not exceed 45 dB CNEL, including:

- Require that applicants for new noise-sensitive development, in areas subject to noise levels greater than 65 dB CNEL, first obtain the services of a professional acoustical engineer to provide a technical analysis and design of mitigation measures.
- In the Zoning Ordinance, require placement of fixed equipment, such as air conditioning units and condensers, inside or in the walls of new buildings or on

rooftops of central units to reduce noise impacts on any nearby sensitive receptors.
- Establish appropriate noise-emission standards to be used in connection with the purchase, use and maintenance of city vehicles.

7G.P3 Continue to restrict noise and require mitigation measures for any noise-emitting construction equipment or activity.

7G.P4 Require noise mitigating measures including, but not limited to, the use of double-paned soundproof windows near Metrolink stations to allow transit-oriented development to include office and residential uses.

7G.P5 Reduce speed limits on arterial streets if necessary to lower sound to appropriate levels for adjacent and surrounding land uses.

7G.P6 Require all residential and any other noise sensitive uses that may be permitted at the Fairplex in the future to include noise insulation adequate to meet the City's interior noise standards during National Hot Rod Association racing events and the Los Angeles County Fair.

Mitigation Measures

The following mitigation measure would be required to reduce the impact of groundborne vibration on new residential uses located in proximity to Pomona's active rail lines.

MM N-1 Before adoption of the General Plan Update and Corridors Specific Plan, the City of Pomona shall add the following policy to the General Plan Update:

Require applicants for new residential development within 130 feet of the Union Pacific Railroad (UPRR) tracks running through central Pomona, and within 100 feet of the Burlington Northern/Santa Fe Railroad (BNSF) tracks running through northern Pomona, to obtain the services of a professional acoustical consultant with demonstrated experience in vibrational analysis in order to assess vibrational impacts on the proposed development from current, planned, and reasonably anticipated future rail service, and to design mitigation measures, if necessary, to reduce the VdB level at the proposed residences to 72 VdB or lower as defined in the FTA's 2006 Transit Noise and Vibration Impact Assessment.

In addition, implementation of MM HAZ-1 would be required to address potentially significant noise impacts associated with flight operations at Brackett Field.

Level of Significance After Policies/Mitigation Measures

Potential noise and vibration impacts associated with implementation of the proposed General Plan Update and Corridors Specific Plan would be less than significant following implementation of mitigation measure N-1 and mitigation measure HAZ-1.

4.10 POPULATION AND HOUSING

This section evaluates the impacts of the proposed General Plan Update and Corridors Specific Plan associated with population and housing within Pomona. Data used to prepare this section were taken from the United States Bureau of the Census, the California Department of Finance (DOF), and the Southern California Association of Governments (SCAG).

4.10.1 Environmental Setting

Population, housing, and employment data are available on a city, county, regional, and state level. This EIR uses data collected and provided at the city and county level in an effort to focus the analysis specifically on the city of Pomona.

Population

In 2010, the U.S. Census Bureau estimated the city of Pomona's population to be approximately 149,058 persons, which was a 1% percent decrease from the 149,473 population in 2000. As of 2012, the city's population had increased to approximately 149,950 residents (Department of Finance, 2012).

Table 4.10-1 shows the population growth in the city since 1980. Based on DOF data, the population in the city has increased by a total of approximately 61 percent since 1980, which at the time recorded a population of 92,742 residents. In 2010, the city's population of 149,058 represented approximately 1.5 percent of Los Angeles County's total population (9,818,605). Similarly, in 2012, the city's population of 149,950 currently represents approximately 1.5 percent of Los Angeles County's total population (9,884,632). Pomona ranks as the seventh most populated city in Los Angeles County, behind the cities of Los Angeles, Long Beach, Glendale, Santa Clarita, Lancaster and Palmdale.

Table 4.10-1 Population Growth: City of Pomona (1980–2012)

Year	*Population*	*Decade Increase (%)*	*Average persons/year*	*Average Annual Growth*
1980[a]	92,742	—	—	—
1990[b]	131,700	+42.00	3,896	4.2%
2000[b]	149,473	+13.06	1,777	1.3%
2010[c]	149,058	-1.00	-42	<-0.1%
2012[d]	149,950	—	446	0.3%

SOURCE: [a] State of California, Department of Finance, Report 84 E-4, Population Estimates for California Counties and Cities: January 1, 1976 through January 1, 1980.
[b] State of California, Department of Finance, Revised Historical City, County and State Population Estimates, 1991–2000, with 1990 and 2000 Census Counts, March 2002.
[c] State of California, Department of Finance, E-4 Population Estimates for Cities, Counties and State, 2001-2010, with 2000 and 2010 Census Counts, August 2011.
[d] State of California, Department of Finance, E-1 Population Estimates for Cities, Counties and the State with Annual Percent Change—January 1, 2011 and 2012. Sacramento, California, May 2012.

Households

A household is defined by the DOF and the Census as a group of people who occupy a housing unit. A household differs from a dwelling unit because the number of dwelling units includes both occupied and

vacant dwelling units. Not all of the population lives in households. A portion lives in group quarters, such as board and care facilities; others are homeless.

Household Size

Small households (1 to 2 persons per household [pph]) traditionally reside in units with 0 to 2 bedrooms; family households (3 to 4 pph) normally reside in units with 3 to 4 bedrooms. Large households (5 or more pph) typically reside in units with 4 or more bedrooms. However, the number of units in relation to the household size may also reflect preference and economics; many small households obtain larger units, and some large families live in small units for economic reasons.

Table 4.1-2 compares the number and size of households in the city of Pomona and Los Angeles County for the period 2000-2012. As shown, the total number of households in the city decreased in recent years, whereas there was an overall increase in the number of households in the County. The average household size in the city decreased slightly from 3.82 pph in 2000 to 3.78 pph in 2012. The average household size in the County as a whole is just under 3 pph.

Table 4.10-2 Households in Pomona and Los Angeles County (2000–12)

Area	*2000[a]*	*2010[b]*	*2012[c]*
Total Households			
Pomona	37,855	38,535	38,506
Los Angeles County	3,133,774	3,217,889	3,246,846
Average Household Size (persons per household)			
Pomona	3.82	3.79	3.78
Los Angeles County	2.98	2.97	2.99

Household figures represent occupied housing units.

SOURCE: [a] US Census Bureau, American Fact Finder, *Census 2000 Demographic Profile Highlights*
[b] US Census Bureau, American Fact Finder, *Census 2010 Demographic Profile Highlights*
[c] CA Dept of Finance, E-5 Population and Housing Estimates, for Cities, Counties, and the State, 2011-2012, with 2010 Benchmark

In recent years, the city's population had been increasing faster than the housing supply, leading to a combination of higher housing costs and overcrowding. While the population grew 23 percent between 1990 and 2007, the number of housing units increased only six percent. From 2000 to 2007, Pomona added 1,180 units, an increase of 2.9 percent, according to the 2008-2014 Pomona Housing Element. While the rise in population of the city has slowed in the past few years, this has been accompanied by a slowdown in housing growth, as discussed in the following section.

Housing

Table 4.10-3 shows the housing growth in Pomona since 2000. Between 2000 and 2010, approximately 1,355 housing units were added to the housing inventory in the city. This indicates an average yearly increase in the housing stock of approximately 136 housing units. The average yearly increase between 2010 and 2012 was 15 units, which may be more representative of the actual increase in housing units in the city in the latter half of the last decade following the economic downturn. Of the 40,715 housing units in the city in 2012, an estimated 2,209 units (approximately five percent) were vacant.

Table 4.10-3 Total Housing Units in the City of Pomona Defined by Units per Structure

	Housing Type					
		Multifamily				
Year	Single Family	2 to 4 units	5+ units	Mobile Homes/Other	Total Number of Units	Occupied Units
2000	26,501	3,205	7,788	1,836	39,330	37,261
2010	27,596	3,484	7,627	1,978	40,685	38,477
2012	27,608	3,502	7,627	1,978	40,715	38,506

SOURCE: California Department of Finance

Jobs-Household Ratio

The jobs-household ratio in a jurisdiction is an overall indicator of jobs availability within the area. A balance of jobs and housing can give residents an opportunity to work locally and avoid employment commutes to other places in the region. As shown in Table 4.10-4, employment in Pomona was estimated at 54,700 in 2008 (SCAG, 2012). Based on this employment, in the jobs-household ratio in Pomona was estimated at 1.42 jobs per household. The County's 2008 jobs-household ratio was 1.34 jobs per household.

Projections

Table 4.10-4 presents population, households, and employment projections through 2035 for Pomona and Los Angeles County. The projections are based on the SCAG Regional Transportation Plan (RTP) 2012-2035 projections.

The projections suggest that the city's population will grow at a rate of about 1.2 percent annually over the next 20+ years. This translates into approximately 47,450 new residents by 2035. New households are expected to increase at a rate of 1.0 percent annually for a total of increase of 10,394 units from 2012 levels. Employment is projected to increase at 0.3 percent annually, for a total of approximately 4,900 new jobs by 2035. This would yield a jobs-housing ratio decrease in the city from 1.42 jobs per household in 2008 to 1.21 jobs per household in 2035. By comparison, the countywide jobs/housing ratio is forecast to be 1.25:1.

Table 4.10-4 Population, Households and Employment: 2008 to 2035

Jurisdiction	2008	2012[a]	2020	2035	Change	Avg. Annual Growth
City of Pomona						
Population	149,100	149,950	168,500	197,400	48,300	1.2%
Households	38,500	38,506	43,400	48,900	10,400	1.0%
Employment	54,700	-	57,000	59,600	4,900	0.3%
Jobs/Household ratio	**1.42**	**-**	**1.31**	**1.21**	**-**	**-**

Table 4.10-4 Population, Households and Employment: 2008 to 2035						
Jurisdiction	*2008*	*2012[a]*	*2020*	*2035*	*Change*	*Avg. Annual Growth*
Los Angeles County						
Population	977,800	9,884,632	10,404,000	11,353,000	10,375,200	0.6%
Households	3,228,000	3,249,575[b]	3,513,000	3,852,000	624,000	0.7%
Employment	4,340,000	-	4,558,000	4,827,000	487,000	0.4%
Jobs/Household ratio	**1.34**	**-**	**1.30**	**1.25**		

SOURCE: Southern California Association of Governments, Regional Transportation Plan 2012-2035, April 2012

[a] Source: California Department of Finance, E-5 City/County Population and Housing Estimates, 2012

[b] Occupied housing units

4.10.2 Regulatory Framework

Regional Housing Needs Assessment

California's Housing Element law requires that each county and city develop local housing programs to meet their "fair share" of future housing growth needs for all income groups, as determined by the DOF. The regional councils of government, including SCAG, are then tasked with distributing the State-projected housing growth need for their region among their city and county jurisdictions by income category. This fair share allocation is referred to as the Regional Housing Needs Assessment (RHNA) process. The RHNA represents the minimum number of housing units each community is required to plan for through a combination of: 1) zoning "adequate sites" at suitable densities to provide affordability; and 2) housing programs to support production of below-market rate units.

Pomona's allocation from the 2008-2014 RHNA, distributed among the four income categories, is shown in Table 4.10-5. SCAG adopted the 5th cycle RHNA Allocation Plan, which covers the planning period from October 2013 to October 2021, on October 4, 2012. Fifth cycle housing element updates must be adopted by October 15, 2013.

Table 4.10-5 Regional Housing Needs Assessment (2008 – 2014)		
Income Group	*RHNA Allocation (units)*	*% of Total*
Very Low	901	24.5%
Low	571	15.5%
Moderate	619	16.8%
Above Moderate	1,587	43.1%
Total	3,678	100%

Source: http://rtpscs.scag.ca.gov/Pages/Regional-Housing-Needs-Assessment.aspx/index.htm, accessed on May 11, 2012

Southern California Association of Governments

As discussed in Section 4.8, *Land Use*, the City of Pomona is located within the SCAG planning area. SCAG functions as the Metropolitan Planning Organization for Los Angeles, Orange, San Bernardino,

Riverside, Ventura and Imperial Counties, and is responsible for implementing the Regional Comprehensive Plan (RCP), Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), and the Growth Visioning Report (GVR), each of which addresses regional issues associated with population growth, housing, and employment.

State Housing Element Statutes

State housing element statutes (Government Code Sections 65580-65589.9) mandate that local governments adequately plan to meet the existing and projected housing needs of all economic segments of the community. The law recognizes that in order for the private market to adequately address housing needs and demand, local governments must adopt land use plans and regulatory systems that provide opportunities for, and do not unduly constrain, housing development. As a result, State housing policy rests largely upon the effective implementation of local general plans and in particular, housing elements. Additionally, Government Code §65588 dictates that the housing elements must be updated at least once every five years. Pomona's Housing Element 2008 – 2014 was most recently revised in February 2011.

4.10.3 Thresholds of Significance

The following thresholds of significance are based on Appendix G to the *State CEQA Guidelines*. For purposes of this EIR, implementation of the proposed project may have a significant adverse impact if it would do any of the following:

- Induce substantial population growth either directly or indirectly;
- Create an imbalance of jobs and housing in the City;
- Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere; and
- Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere.

For purposes of analysis, "substantial" population growth is defined as growth exceeding SCAG or South Coast AQMD population forecasts for the city. "Substantial" displacement would occur if allowed land uses would displace more residences than would be accommodated through growth accommodated by the General Plan Update and Corridors Specific Plan.

4.10.4 Project Impacts and Mitigation

Project Impacts

Threshold	Would the proposed project induce substantial population growth either directly or indirectly?

Impact 4.10-1 **Implementation of the General Plan Update and Corridors Specific Plan would facilitate the construction of new housing in Pomona, which would increase the city's population over time. Exceedance of SCAG population forecasts is not anticipated and impacts would be Class III, *less than significant*.**

SCAG's Regional Comprehensive Plan (RCP) serves as a framework for addressing problems and creating a path to correct issues on a regional level through 2035. The RCP is broken up into nine chapters that include key areas where resource management is necessary due to the urban growth the area experiences. Population projections are made through SCAG's Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) and are the basis for growth for the RCP.

Development facilitated in the Focus Areas (see Figure 2-10) by the Corridors Specific Plan and General Plan Update would result in approximately 8,506 residential units and approximately 23,498 residents present in those areas. Additional residential development/redevelopment would also be accommodated in other areas of the city, though given the built out nature of the city it would occur primarily in those areas identified in the General Plan Update as having the greatest potential for change (see Figure 2-6). Future residential growth facilitated by the General Plan Update and Corridors Specific Plan, is predicted to increase the total population to 197,400, in line with SCAG population forecasts for 2035 included in the 2012 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS). Such growth represents an approximately 30% increase in population over the more than 20-year timeframe of the General Plan Update and Corridors Specific Plan. As discussed in Section 2.0, *Project Description*, SCAG forecasts are based on historic growth trends and projected statewide and regional population growth. Average annual population growth in Pomona was 1.3% between 1990 and 2000. From 2000-2010, the city experienced a population decline that averaged -0.1% annually. Through 2035, however, SCAG forecasts regionwide population growth of 0.6% annually and forecasts an annual population growth rate of 1.2% annually for Pomona, which is considered a reasonable estimate of the likely level of growth in Pomona through 2035.

As discussed in Chapter 2, *Project Description*, while the land use designations in the General Plan Update and Corridors Specific Plan could potentially accommodate higher levels of growth than envisioned by SCAG, the built out nature of the city, focus on infill development in the two plans, and state and regional demographic trends are anticipated to limit citywide growth to within the forecast amounts and use of the maximum theoretical buildout under the proposed land use designations would overstate the amount of growth that is likely to occur within the General Plan horizon. Because no exceedance of the population forecast is anticipated, substantial growth would not occur and impacts would be **less than significant**.

It should also be noted that one of the fundamental purposes of the General Plan Update and Corridors Specific Plan is to direct future development in such a way as to minimize the impacts of growth by emphasizing the intensification and reuse of already developed areas, thus minimizing pressure to develop on the remaining open space in the city.

Threshold	Would the proposed project create an imbalance of jobs and housing in the City?

Impact 4.10-2 **Development facilitated by the General Plan Update and Corridors Specific Plan would add both jobs and housing. Current and predicted jobs/housing ratios in the city are comparable to job/housing ratios in the County as a whole. As a result these are considered balanced when**

compared to regional ratios. Impacts relating to jobs/housing balance would be Class III, *less than significant*.

Based on the SCAG data shown in Table 4.10-2, the current jobs/housing ratio in Pomona is 1.42:1, which is slightly higher than the County ratio of 1.34:1. Such a ratio generally indicates a balance insofar as it equates to between one and two workers per household. The predicted jobs/housing ratio in the city is expected to decrease to 1.31 in 2020 and then to 1.21 in 2035. These ratios would be comparable to the predicted jobs/housing ratio of 1.30 in 2020 and 1.25 in 2035 for Los Angeles County as a whole. As a result an imbalance of jobs and housing would not occur and impacts would be **less than significant**.

In addition, the General Plan Update includes a number of goals and policies aimed at concentrating additional jobs in the city in the industries that currently employ the city's residents elsewhere, including the manufacturing, education/health care, professional services and transportation/warehousing industries. The Corridors Specific Plan also incorporates a range of strategic priorities in its plan to provide active, walkable urban environments for living and shopping in close proximity to existing or planned transit, especially for the skilled workers that attract innovation driven workplace uses. Relevant goals and policies are listed at the end of this section.

The General Plan Update includes mixed use districts centered around the Downtown and main commercial corridors, which are specifically intended to facilitate the development of a mix of residential and commercial uses in proximity to one another. The mixed use districts would provide for a balance of jobs and housing and would also help the City meet related objectives. For example, gradual redevelopment of the districts with pedestrian-oriented mixed use development would be expected to reduce vehicle trips and vehicle miles traveled, thereby reducing energy consumption and associated emissions of air pollutants, including greenhouse gases.

Threshold	Would the proposed project displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?
Threshold	Would the proposed project displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?

Impact 4.10-3 **Implementation of the General Plan Update and Corridors Specific Plan would not result in the displacement of substantial numbers of people or housing. To the contrary, the General Plan Update and Corridors Specific Plan would facilitate the development of new housing in accordance with State and local housing requirements. Impacts would be Class III, *less than significant*.**

The General Plan Update is intended to increase the number of residential units within the city through provision of a mix of single-family and multi-family residential units. Given the fact that Pomona is mostly built out and vacant land is limited, an intention of both the General Plan Update and Corridors Specific Plan is to focus future development in Pomona primarily in areas that are already developed. Most of the proposed "infill" development is anticipated to occur primarily within the area covered by the Corridors Specific Plan, with 8,506 housing units provided in this area.

Redevelopment of Corridor Focus Areas over the life of the Plans may result in displacement of some existing residences in order to accommodate the planned increase in development intensity. However, even if such displacement occurs, any new development would be expected to more than replace any existing displaced residences (as shown in Table 2-5 in Chapter 2, *Project Description*). As shown in Table 2-5, there are currently 369 single-family and 320 multi-family residential units located within the Focus Areas. Estimated residential buildout within the Focus Areas could accommodate a total of 3,474 single family and 5,032 multi-family units. As such, impacts related to displacement of existing residences would be **less than significant**.

Proposed General Plan Update Goals and Policies and Proposed Corridors Specific Plan Revitalization Strategies

The proposed General Plan Update contains numerous goals and policies related to economic development and improving the jobs/housing balance the most relevant of which are identified below. The proposed Corridors Specific Plan is consistent with and implements the vision, goals, and policies established in the General Plan Update as they specifically relate to the Garey Avenue, Holt Avenue, Mission Boulevard and Foothill Boulevard corridors. It does so by presenting a vision for the evolution and continued growth of these corridors, as well as regulations pertaining to land use and development within the Specific Plan Area and a program of planned actions and investments to help achieve the vision. In this section of the EIR, General Plan Update goals and policies are listed first, followed by relevant aspects of the Corridors Specific Plan.

General Plan Update, 7B- Economic Development Component

7B.G7 Take a proactive approach to guide economic development to achieve the City's economic vision.

7B.G8 Support economic development efforts by enhancing the City's image and quality of life through adequate infrastructure improvements and long-range capital facility planning.

7B.G9 Embrace 21st century work trends, create environments that support profitable and innovative enterprises, and attract businesses that will lead to a more diversified economic base.

7B.G10 Encourage expansion of existing businesses and extend efforts at business retention.

7B.G11 Promote a growing and skilled labor force.

7B.G12 Promote housing—especially move-up workforce housing—of various types in diverse settings that serve the needs of Pomona's core household population while also attracting compact, one- and two-person households.

7B.G13 Develop collaborative relationships between private and public entities to affect and maintain a comprehensive and coordinated economic development process.

7B.G14 Develop mutually beneficial relationships with external organizations, agencies, schools and businesses.

7B.P1 Utilize an economic development strategy, that includes active City leadership, location specific policies, connections with educational institutions, redevelopment efforts, and other tools and assets to strengthen the City's economic base.

7B.P2 Pursue economic development opportunities in areas of change focusing on priority action areas and on targeted sites that can help support the vision for Pomona Tomorrow and catalyze private development.

7B.P5 Use regulations, capital improvements, and economic incentives to support and encourage development of housing types that are attractive to compact one and two person households.

7B.P6 Identify ways to remove barriers to investment in projects that implement the vision of Pomona Tomorrow.

7B.P9 Actively promote the City's vision to businesses in target industries as well as potential developers on the desirable project types that can accommodate these businesses.

7B.P12 If needed, undertake strategic land assembly and improvements to provide sites adequate in size and at appropriate locations to attract uses that support the City's economic development goals.

7B.P16 Promote partnerships between businesses within the same industry and across different industries within the City and region.

7B.P17 Assist new and current businesses through City-sponsored, low-interest business loans.

7B.P19 Utilize professional development and vocational training programs to enhance the quality of the area's labor force to attract and take advantage of new employment opportunities.

7B.P20 Establish an inventory of workplace activity clusters in Pomona to identify locational characteristics and determine the effects of City policy and regulations on the operation and continued success of these clusters; work closely with industry contacts to identify specific needs to be addressed.

7B.P21 Undertake targeted economic studies to examine the highest and best use of the designated land uses as part of specific Focus Area planning processes.

7B.P22 Actively market Pomona at organized trade fairs and other forums for target industries, including highlighting Pomona's affordable housing and central location assets.

7B.P23 Build upon the proximity of Cal Poly Pomona's Innovation Village to heavily traveled State Route 57 by emphasizing bio-technology, bio-agriculture, and other compatible high-value workplace district developments in complementary settings.

7B.P24 When SR/71 Activity Center development occurs, complete a project specific planning and market assessment to: 1) target promising tenant opportunities 2) ensure the center does not negatively compete with Downtown and 3) determine required infrastructure improvements.

7B.P25 Develop a strong concentration of mixed use activities Downtown as a major economic draw for residents and visitors.

Corridors Specific Plan Revitalization Strategy

1. Harness Market Demand

Realign corridor development policies and planned public investments to capitalize on the primary market trends most likely to condition the types and formats of new investment in the Plan Area, which are the following:

a. The clustering of innovation driven workplace uses in concentrated, connected, active, mixed-use urban districts;
b. The shopping industry's accelerating abandonment of exclusively auto-oriented retail developments (e.g., single strip stores and strip shopping centers) in favor of more open-air and amenity-driven retail and mixed-use formats clustered at primary crossroads;
c. Continuing population growth and the associated growth in demand for housing (and its effects on the value of property, notwithstanding the recession) in the built out portions of Los Angeles County;
d. Rapidly growing demand for active, walkable urban environments for living, working and shopping, in close proximity to existing or planned transit, especially for the skilled workers that attract innovation driven workplace uses;
e. Increasing regional commitment to transit and supportive patterns of land use, driven by traffic congestion, public attention and new legislation directed at global warming, community health concerns, and escalating gasoline prices.

4. Promote a Range of New Housing Choices

Promote the addition of new housing in a wide variety of formats and densities throughout the corridors, particularly those types that are attractive to families or compact households (such as students, workers, professionals, empty-nesters, and seniors). Along the gateway corridors, near Downtown, and around the North Metrolink station, promote the development of dense, high quality housing formats that are responsive to compact household demand, that position customers close in and accessible to the Downtown Core, and that provide the key ingredient to creating more round-the-clock Downtown activity.

7. Leverage the Western University of Health Sciences (WUHS), the Pomona Valley Hospital Medical Center (PVHMC), Casa Colina, and Metrolink Stations as anchors of active 21st Century Mixed-use Districts

a. Downtown: Leverage the Downtown Amtrak/Metrolink Station and Transit Center, the presence of the WUHS downtown campus, and synergy with downtown retail and entertainment venues to stimulate investment in higher density residential and medical/workplace development. Promote a development pattern that builds on the greater propensity of student populations and compact household residents to walk and take transit when provided the opportunity to do so.
b. Workplace Gateway: Leverage proximity to the North Metrolink Station and the presence of the PVHMC and Casa Colina medical clusters to stimulate investment in higher density residential and medical/workplace development. Promote a development pattern that builds on the propensity of medical cluster customers, workplace employees, and compact household residents to walk and take transit when provided the opportunity to do so.
c. North Metrolink Transit Oriented District: Create a compact, walkable district with a critical mass of jobs and residences to help existing and future businesses and institutions innovate, create desirable employment, attract and retain talent, draw in customers and visitors, and integrate complementary uses and activities for long-term value

Mitigation Measures

Impacts related to population and housing would be less than significant, and no mitigation measures would be required.

Level of Significance After Policies/Mitigation Measures

Impacts would be less than significant without incorporation of mitigation.

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4.11 PUBLIC SERVICES

This section evaluates the effects on public services related to implementation of the General Plan Update and Corridors Specific Plan by identifying anticipated demands and existing and planned service availability. For purposes of this EIR, public services consist of fire protection, police protection, and schools. The impacts related to parks are discussed in detail in Section 4.12, *Recreation*, emergency access impacts are analyzed in Section 4.13, *Transportation/Traffic* and impacts to water and wastewater infrastructure and solid waste collection and disposal are discussed in Section 4.14, *Utilities and Service Systems*.

Data used to prepare this section was taken from various sources, including the Los Angeles County Fire Department, contacts with the Pomona Police Department, the Pomona Unified School District and other project data sources.

4.11.1 Fire Protection

Existing fire services within Pomona, including current staffing, equipment, response times, and standards of these services, are described below. Information for this section is based on information from the City of Pomona official website, contact with Los Angeles County Fire Department officials, and the Emergency Preparedness Plan.

Environmental Setting

The Los Angeles County Fire Department (LACoFD) serves the city of Pomona. The LACoFD operates 9 divisions, 22 battalions, and ~~168~~ 170 fire stations to serve 3,976,398 residents in 2,305 square miles. In ~~2011~~ 2012, LACoFD responded to over ~~297,000~~ 314,000 incidents. LACoFD employs ~~4,834~~ 4,667 personnel, including ~~2,052~~ 2,023 fire fighters, fire fighter specialists, and fire fighter paramedics (County of Los Angeles Fire Department, ~~2011~~ 2013).

Pomona is part of the LACoFD Division VIII. In addition to Pomona, Division VIII includes the neighboring cities of Diamond Bar, Walnut, Hacienda Heights, La Puente and Industry. There are ~~19~~ 18 fire stations among the cities in Division VIII, 8 of which are located in Pomona. If necessary, resources in adjacent jurisdictions provide additional support.

Location and Staffing

Fire stations are strategically located throughout the city to provide prompt assistance to area residents. Each fire station operates within a specific district that comprises the immediate geographical area around the station. A list of the fire stations and current staffing in Pomona is provided in Table 4.11-1. Figure 4.11-1 illustrates the locations of the fire stations in the city.

Response Time

LACoFD uses national guidelines of a 5-minute response time for the first-arriving unit for fire and EMS responses and 8 minutes for the advanced life support unit in urban areas. The ~~actual~~ average emergency response time in ~~2011-12~~ 2012 for the first-arriving unit was 4 minutes and ~~49~~ 46 seconds ~~(Aguirre 2012)~~.

Because of the closure of Fire Station 181 in 2012, the Fire Department anticipates that average emergency response times citywide will increase (County of Los Angeles Fire Department, 2013).

Table 4.11-1 Fire Station Facilities

Station No.	*Street Address*	*Post Position Staffing*
~~181—Division and Battalion HQ*~~	~~590 S. Park Avenue~~	~~1 Fire Captain~~ ~~2 Fire Fighter Specialists~~ ~~3 Fire Fighters~~ ~~1 Assistant Fire Chief~~ ~~1 Battalion Chief~~
182	1059 N. White Avenue	1 Fire Captain 1 Fire Fighter Specialist 1 Fire Fighter ~~3 Fire Fighters/Paramedics~~
183	710 San Antonio	1 Fire Captain 1 Fire Fighter Specialist/Paramedic ~~1~~ 3 Fire Fighters/Paramedics
184	1980 W. Orange Grove	1 Fire Captain 1 Fire Fighter Specialist ~~1~~ 3 Fire Fighters
185	925 E. Lexington	1 Fire Captain ~~1~~ 2 Fire Fighter Specialists 3 Fire Fighters~~/Paramedics~~
186	280 E. Bonita	1 Fire Captain 1 Fire Fighter Specialist 1 Fire Fighter
187	3325 Temple Avenue	1 Fire Captain 1 Fire Fighter Specialist 2 Fire Fighters
188	18 A Village Loop Road	1 Captain 1 Fire Fighter Specialists 1 Fire Fighters

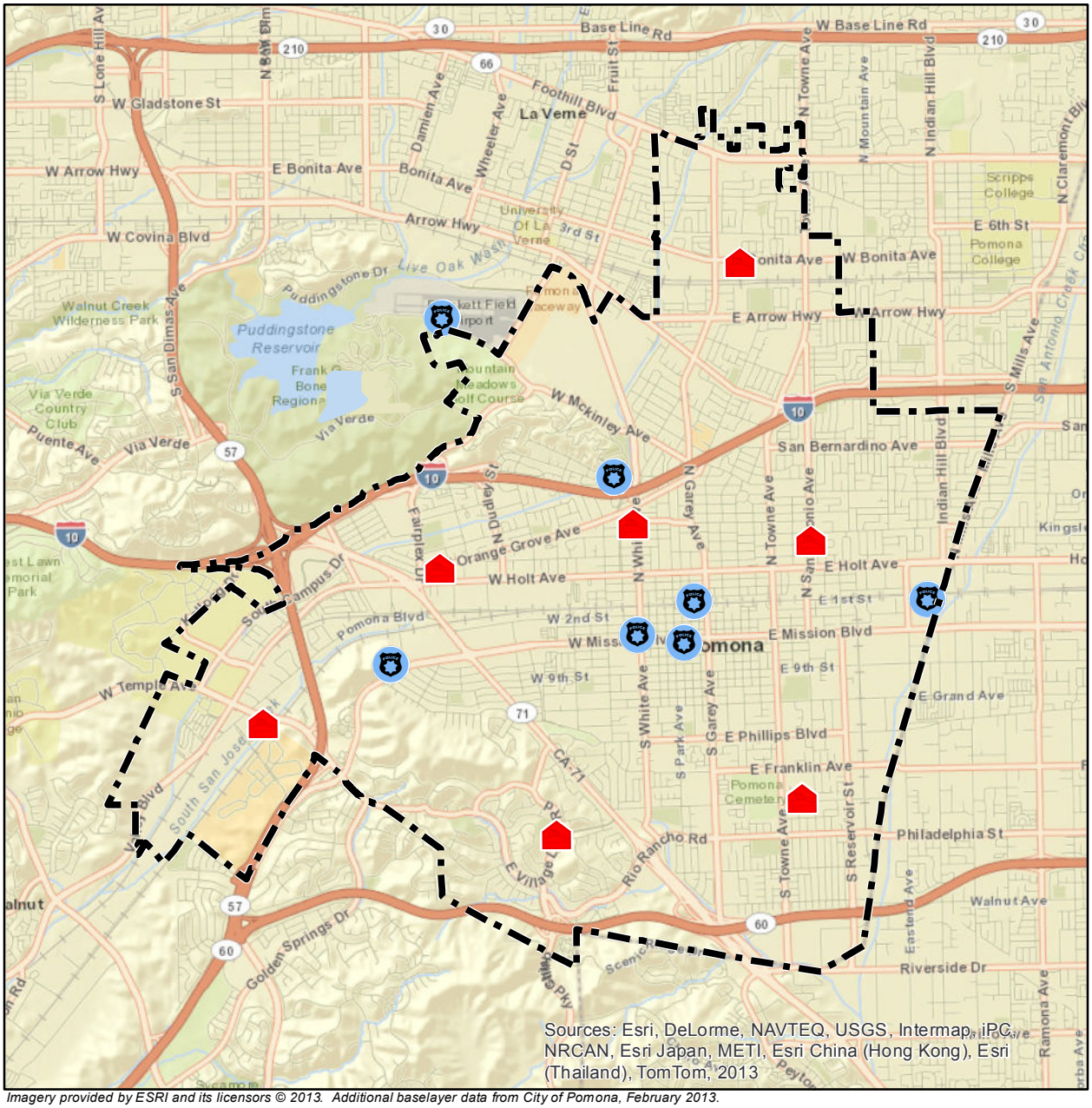
SOURCE: ~~Debbie Aguirre,~~ Los Angeles County Fire Department, ~~July 2012~~ August 2013

Note: Post Position Staffing refers to the number of positions on duty daily, not the number of fire fighters assigned to city fire stations

Regulatory Framework

California Fire Code

State fire regulations are set forth in Sections 13000 *et seq*. of the *California Health and Safety Code*, which include regulations concerning building standards (as also set forth in the *California Building Code*), fire protection and notification systems, fire protection devices such as extinguishers and smoke alarms, high-rise building and childcare facility standards, and fire suppression training.



Police and Fire Facilities

Figure 4.11-1

2010 Los Angeles County Fire Code

Title 32

The City of Pomona contracts with the County of Los Angeles, which adopted the 2010 California Fire Code, with certain local amendments that are outlined in Title 32. Title 32 sets additional stricter regulations and is enforced throughout the county in various cities that contract with the LACoFD.

Thresholds of Significance

The following threshold of significance is based on Appendix G of the *State CEQA Guidelines*. For the purposes of this EIR, implementation of the proposed project may result in a potentially significant impact if the proposed project would:

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

Project Impacts and Mitigation

Project Impacts

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

Impact 4.11-1 **Development facilitated by the General Plan Update and Corridors Specific Plan would increase the city's population and density of development, and would 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 Class III, *less than significant*.**

The proposed General Plan Update and Corridors Specific Plan would not expand city limits or development into undeveloped areas. Rather, development in the city would be intensified and the city's population would increase. While fire and emergency medical service capacity is primarily based on service area, an increase in population could incrementally increase the number of service calls and could eventually necessitate the need for additional staff and possibly facilities. LACoFD uses several indicators to determine the need for additional resources and staffing, such as response times, incident loads, residential and transient population and square footage of improvements (Aguirre, 2012). LACoFD service goals are based on national guidelines of a 5-minute response time for the first-arriving unit for fire and EMS responses and 8 minutes for the advanced life support (paramedic) unit in urban areas. The ~~actual~~ average emergency response time in ~~2011/12~~ 2012 was 4 minutes, ~~49~~ 46 seconds. LACoFD is currently operating at acceptable levels of fire protection services within the 5-minute response time goal (Aguirre, 2012).

Any new development that would occur under the proposed General Plan Update and Corridors Specific Plan 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. The County of Los Angeles has adopted the 2010 California Fire Code. 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.

Policies contained in the proposed General Plan Update require fire prevention and fire risk reduction to be a key component of all new development and in areas of high risk. For example, compliance with Policy 7G.P19 requires site design features, fire retardant building materials and adequate access as conditions for approval of development or improvements. In addition, new construction is required to meet the requirements of the Uniform Building Code. Policy 7G.P23 has been developed to prevent wildfires by enforcing the LACoFD weed abatement and brush clearance program. Policies 7G.P20, 7G.P22, and 7G.P24 aim to reduce exposure to wildfires by using fire resistant roofing materials and landscaping, and maintaining low levels of development in the wildfire hazard areas in the southwestern corner of the city and in the Ganesha Hills area.

LACoFD is currently meeting response time goals. New development facilitated by the General Plan Update and Corridors Specific Plan would be within the existing city limits and thus within the 5-minute response zone. Further, implementation of General Plan Update policies and compliance with existing building and fire codes would reduce potential fire hazards associated with new development. However, the increase in population and intensification of development within the city facilitated by the General Plan Update and Corridors Specific Plan could result in the need for new or expanded fire facilities. If new or expanded facilities are required, these would likely be located within existing urban areas of the city, which is served throughout by existing infrastructure and utilities. Adherence to General Plan Update and Corridors Specific Plan policies would reduce potential land use conflicts between new or expanded fire facilities and surrounding uses. Therefore, impacts would be **less than significant**.

Proposed General Plan Update Goals and Policies

The proposed General Plan Update sets fire protection goals and outlined policies that would address issues related to fire protection. The goals and policies that are applicable to the project are included below.

Fire Protection Goals

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

7G.G0 Work with LACFD to provide fire protection that is responsive to citizen's needs.

Fire Protection Policies

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

- New construction is required to meet the requirements of the most recent International Building Code and California Title 24 Codes. Fire potential of buildings could be further reduced through the addition of defensible buffers, the use of type "A" roofing materials and residential fire protection devices (such as residential sprinkler system).

7G.P20 Require new wood and wood shake roofing materials to be a minimum of a class B rated material. Require fire resistant materials for re-roofing projects. Requiring tile roofs to be a minimum of class A rated tile material in high or very high fire threat areas, such as the Phillips Ranch neighborhood, as identified in Figure 7-G.3 [of the General Plan Update].

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

7G.P22 Develop a fire-resistant landscape program in coordination with homeowners associations Citywide, particularly for neighborhoods in high or very high fire threat areas as identified in Figure 7-G.3 [of the General Plan Update].

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

7G.P24 Maintain low residential densities in wildfire hazard areas.

Mitigation Measures

No mitigation measures are required.

Level of Significance after Policies/Mitigation Measures

Impacts associated with fire protection would be less than significant with implementation of the proposed General Plan Update policies.

4.11.2 Police Protection

Environmental Setting

The Pomona Police Department (PPD) provides local police services for Pomona. The PPD provides services in crime investigation, offender apprehension, community awareness programs, traffic control, and other services. This section is based on information obtained from PPD staff and the City website.

Seven facilities provide police services in Pomona, as illustrated in Figure 4.11-1. Of these facilities, three provide first-response service. The first-response facilities include the Main station at 490 W. Mission Boulevard, the Traffic Bureau at 100 W. Commercial, and the Aero Bureau at 1905 McKinley in the nearby city of La Verne.

The PPD is divided into three Divisions (City of Pomona Police Department, 2012):

- **Operations Division**—The Operations Division is the largest in the organization and is responsible for the field services provided to the City of Pomona by uniformed personnel.

Specialized units within the Division include the K9 Unit, Youth Services Unit, SWAT team, Bike Patrol, and all augment Patrol Services. These units work together in an effort to reduce crime and increase service delivery with the ultimate goal of public safety in a city of an estimated 150,000 people in 24 square miles. Pomona is the seventh largest city by population in Los Angeles County.

- **Administrative Services Division**—This Division is responsible for providing administrative and other essential support services for the effective and cost efficient delivery of police services. The programs and work activities assigned to this division include the Records and Clerical Program, Budget and Accounting, Fleet and Facility Maintenance, Dispatch Services, Jail Operations and Property and Evidence.
- **Investigative Service Division**— The Investigative Service Division initiates investigations and handles all the follow-up and casework for incidents that require a response by patrol officers. Division units include, but are not limited to, Traffic Services, Aero Bureau, Homicide, Gang Violence Suppression Unit and Vice. The Division also responds to citizen and council complaints on criminal activity. The Division is staffed with detectives, a major crime task force, and specially trained civilian personnel.

Staffing and Level of Service

The PPD consists of 163 sworn personnel and 106 non-sworn personnel (Rilloraza, 2012). This represents 1.1 officers per 1,000 people. The current national average for cities with populations between 100,000 and 249,999 is 1.9 officers per 1,000 residents (Bureau of Justice Statistics, 2007). PPD operates at staffing levels below the national average. The PPD classifies service calls by assigning them a Priority level. The average emergency response time in 2012 was 3.96 minutes for life threatening calls (Priority 0). Response time for crime in progress (Priority 1) is 9.68 minutes (Rilloraza, 2012).

Crime Statistics

Table 4.11-2 presents crime statistics in seven major offense categories for the years 2008 through 2010. Robberies are differentiated from burglaries in that burglaries include a break-in or trespassing of property to commit theft.

Table 4.11-2 Crime Statistics for the City of Pomona

Crime	*2008*	*2009*	*2010*
Crime Total	6,097	5,102	5,381
Murder and non-negligent manslaughter	20	17	16
Forcible Rape	37	46	37
Robbery	463	344	323
Aggravated Assault	638	561	501
Burglary	1,101	854	867
Larceny-theft	2,663	2,273	2,406
Motor Vehicle Theft	1,175	1,007	1,231

SOURCE: Bureau of Justice Statistics, 2012

Regulatory Framework

There are no federal, state, or local policies that are directly applicable to police services within the city.

Thresholds of Significance

The following threshold of significance is based on Appendix G of the *State CEQA Guidelines*. For the purposes of this EIR, implementation of the proposed project may result in a potentially significant impact if the proposed project would:

- Result in substantial adverse environmental impacts associated with the provisions of new or physically altered police protection facilities, need for new or physically altered police protection facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives.

Project Impacts and Mitigation

Project Impacts

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

Impact 4.11-2 **Development facilitated by the proposed General Plan Update and Corridors Specific Plan would increase demand for police protection services, which would further exacerbate existing service ratio deficiencies, and could result in the need to construct new police facilities. However, the City is considering several options for new police facilities, most of which involve conversion of existing uses. Impacts would be Class III, *less than significant*.**

The Pomona Police Department (PPD) provides police protection services within Pomona. The PDD would continue to provide police protection services through the life of both plans.

Police protection services are not necessarily "facility-driven"; that is, police protection services are not reliant on facilities in order to effectively patrol a beat. An expansion, or intensification, of development within a beat does not necessarily result in the need for additional facilities if police officers and patrol vehicles are equipped with adequate telecommunications equipment in order to communicate with police headquarters. However, if the geographical area of a beat is expanded, population increases, or intensification/redevelopment of an existing beat results in the need for new police officers, new or expanded facilities could be needed.

Implementation of the proposed General Plan Update and Corridors Specific Plan would result in intensification of development and a population increase of approximately 47,450 residents, or 32%. As previously discussed, the PPD currently operates at staffing levels far below the national average. PPD would need to provide an additional 54 officers to maintain the current ratio of 1.1 officers per 1,000 residents based on predicted population growth. An additional 213 officers would be needed to reach the national average.

Policy 7G.P10 aims to achieve a ratio of 1.3 police officers per 1,000 residents. Housing the number of police officers needed to attain the ratio in Policy 7G.P10 could require new or expanded police facilities. The City has been considering developing new police facilities for a number of years. Most of the sites considered would include conversion of existing vacant commercial, retail, or government facilities, and would not require construction of new facilities. Conversion of an existing building or buildings to a police facility would not be expected to result in substantial adverse impacts given that these facilities would be located in urban areas rather than green field sites. Such sites are already served by existing infrastructure, such as roads and utilities, and operation of a police facility at these types of sites would not be expected to create significant environmental effects.

Further, the General Plan Update includes policies to reduce crime and ensure law enforcement is provided as the city experiences future development. Policy 7G.P11 institutes the collection of development impact fees for all development projects to help pay for needed police facilities. Policy 7G.P13 seeks to increase funding to increase police patrols and target gang activity. Policy 7G.P14 seeks to increase after-school activities to prevent youth crimes. With adherence to proposed goals and policies and because any new or expanded facilities are anticipated to be in locations that would not involve significant environmental resources or issues, impacts related to police services would be **less than significant**.

Proposed General Plan Update Goals and Policies

Proposed General Plan Update policies that would address police protection services are listed below.

Crime and Gang Prevention Goals

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

7G.G4 Provide police services that are responsive to citizens' needs to ensure a safe and secure environment for people and property in the community.

7G.G5 Reduce the perception, both locally and regionally, of high crime rates in the City.

7G.G6 Engage at-risk youth in productive and positive after-school and evening activities.

7G.G7 Recognize the unique needs of Pomona's seniors.

Crime and Gang Prevention Policies

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

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

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

7G.P10 Strive to maintain a minimum standard of 1.3 police officers per 1,000 residents.

7G.P11 Institute the collection of development impact fees for all development projects to help pay for the needed police facilities.

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

7G.P13 Apply for grants from the state and federal governments to help increase police patrols and target gang activity.

7G.P14 Work with the Pomona Unified School District (PUSD) and civic groups to increase after-school activities for the City's youth, provide City properties for these activities and build awareness of these activities through a page on the City's website and by hosting "Activity Fairs" at the schools.

7G.P15 Pursue a long-term strategy for funding education and crime prevention programs recognizing that the costs of education and prevention are more effective in reducing crime than the costs of apprehending, prosecuting and incarcerating criminals.

7G.P16 Amend the General Plan, as necessary, to take into account the goals of the Youth and Family Master Plan.

7G.P17 Ensure adequate police staff to provide rapid and timely response to all emergencies and maintain the capability to have minimum average response times. Actions that could be taken to ensure rapid and timely response to all emergencies include:

- Analyze and monitor factors affecting response time (population growth, police staffing and community policing programs) and average response times as guidelines based on past experience.
- Maintain, train and equip special response teams for extraordinary or extremely hazardous emergency incidents.

7G.P18 Promote the integration of Crime Prevention Through Environmental Design (CPTED) principles of new development and public spaces. The three key principles of CPTED are:

- Natural Surveillance
- Natural Access Control
- Territorial Reinforcement

Mitigation Measures

No mitigation measures are necessary.

Level of Significance after Policies/Mitigation Measures

Impacts to police services resulting from implementation of the proposed project would be less than significant without mitigation following implementation of the policies included in the proposed General Plan Update.

4.11.3 Schools

This section identifies the existing public and private education infrastructure in Pomona. Existing facilities in Pomona include elementary, middle, and high schools as well as several opportunities for higher-level education. This section is based on information obtained from communication with school districts and various internet resources containing education statistics.

Environmental Setting

Public Schools

The city of Pomona is served primarily by the Pomona Unified School District (PUSD). PUSD headquarters are located at 800 S. Garey Avenue in Pomona. A small portion of the northern part of the city is served by the Claremont Unified School District (CUSD).

Two PUSD schools are located in Diamond Bar and, thus, serve a portion of that city's population. As detailed in Table 4.11-3, there are currently 21 elementary schools (grades K–6), six K-8 schools, six middle schools (grades 6/7–8/10), five high schools (grades 9–12), one continuation school (grades 9-12), three all-ages alternative schools, and one adult school within PUSD. Figure 4.11-2 illustrates the locations of public schools in Pomona.

Table 4.11-3 Pomona Unified School District Schools

School	*Location*	*Enrollment for 2011/12*	*Enrollment Capacity*	*Overcrowded?*[a]
High Schools				
Diamond Ranch High	100 Diamond Ranch Dr. Pomona, CA 91766	1,917	1,970	No
Ganesha Senior High	1151 Fairplex Dr. Pomona, CA 91768	1,362	1,680	No
Garey Senior High	321 W. Lexington Ave. Pomona, CA 91766	1,874	2,180	No
Pomona Senior High	475 Bangor Street Pomona, CA 91767	1,573	1,835	No
Village Academy High School	1460 E. Holt Ave. Pomona, CA 91767	507	660	No
High School Subtotal		*7,233*	*8,325*	*No*
Middle Schools				
Emerson Middle	635 Lincoln Ave. Pomona, CA 91767	651	1,170	No
Fremont Academy of Engineering and Design (7-10)	725 W. Franklin Ave. Pomona, CA 91766	632	990	No
Lorbeer Middle	501 Diamond Bar Blvd. Diamond Bar, CA 91765	728	930	No
Marshall (John) Middle	1921 Arroyo Ave. Pomona, CA 91768	644	1,030	No
Palomares Academy of Health Science (7-10)	2211 N. Orange Grove Ave. Pomona, CA 91767	391	990	No
Simons Middle	900 E. Franklin Ave. Pomona, CA 91766	750	1,050	No
Middle School Subtotal		*3,796*	*6,160*	*No*
Elementary Schools				
Alcott Elementary	1600 S. Towne Ave. Pomona, CA 91766	947	1,178	No
Allison Elementary	1011 Russell Pl. Pomona, CA 91767	404	608	No
Armstrong Elementary	22750 Beaverhead Dr. Diamond Bar, CA 91765	302	620	No
Arroyo Elementary	1605 W. Arroyo Ave. Pomona, CA 91768	752	1,092	No
Barfield (C. Joseph) Elementary	2181 N. San Antonio Ave. Pomona, CA 91767	404	782	No
Cortez Mathematics and Science Magnet School (Pre K-8)	1300 N. Dudley. Pomona, CA 91766	775	777	No
Decker Elementary	20 Village Loop Rd. Pomona, CA 91766	551	678	No

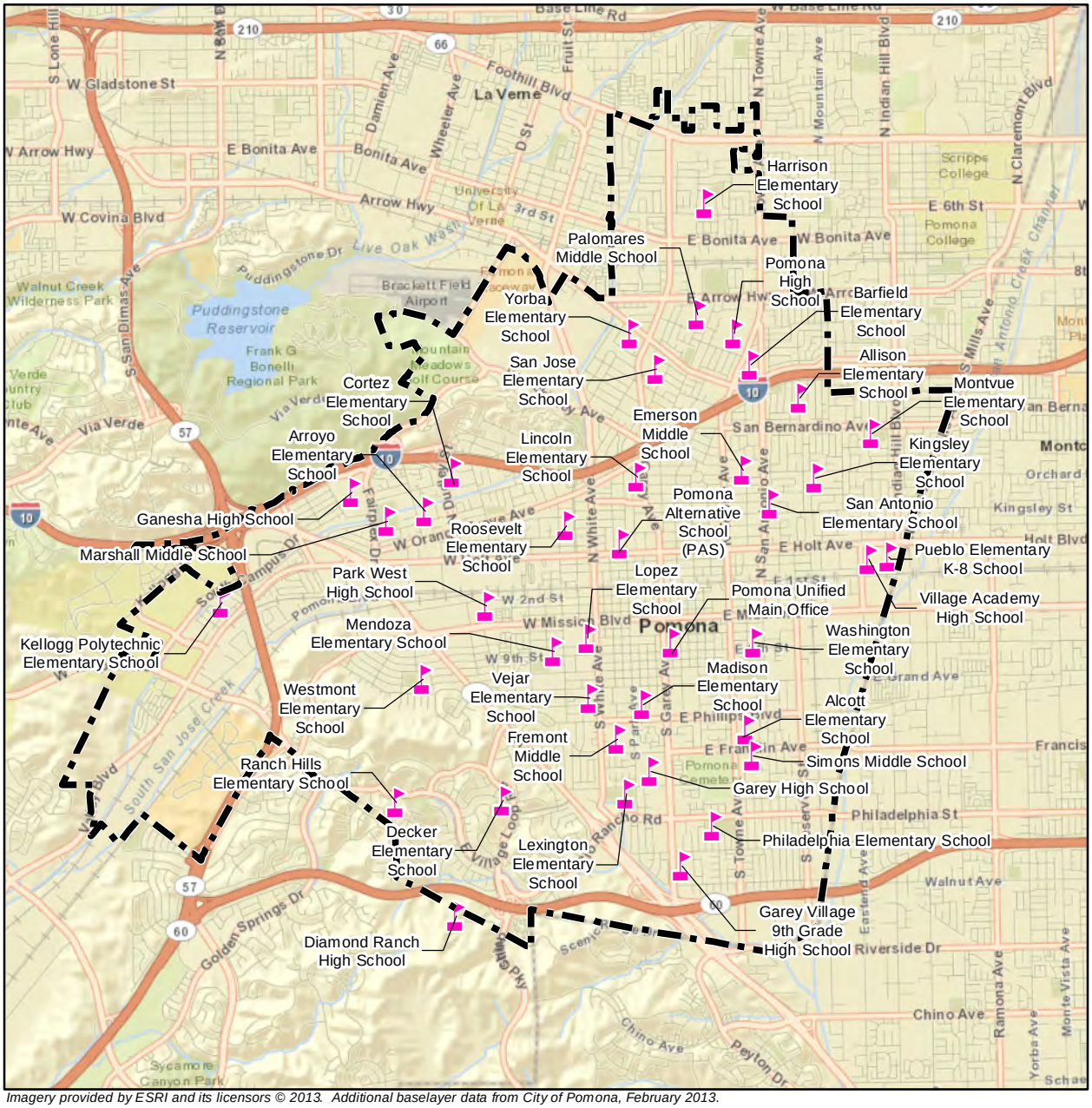
Table 4.11-3 Pomona Unified School District Schools

School	*Location*	*Enrollment for 2011/12*	*Enrollment Capacity*	*Overcrowded?[a]*
Diamond Point Elementary	24150 Sunset Crossing Rd Diamond Bar, CA 91765	360	734	No
Golden Springs (Pre K-8)	245 S. Ballena Dr. Diamond Bar, CA 91765	654	862	No
Harrison School (K-8)	425 E. Harrison Ave. Pomona, CA 91767	474	667	No
Kellogg Polytechnic Elementary	610 Medina St. Pomona, CA 91768	377	709	No
Kingsley Elementary	1170 Washington St. Pomona, CA 91767	613	1,006	No
Lexington Elementary (Pre K-8)	550 W. Lexington Ave. Pomona, CA 91766	689	840	No
Lincoln Elementary	1200 N. Gordon St. Pomona, CA 91768	483	738	No
Lopez Elementary	701 S. White Ave. Pomona, CA 91766	685	438	YES
Madison Elementary	351 W. Phillips Blvd. Pomona, CA 91766	638	914	No
Montvue Elementary	1440 San Bernardino Ave. Pomona, CA 91767	315	552	No
Pantera Elementary School	801 Pantera Dr. Diamond Bar, CA 91765	435	457	No
Philadelphia Elementary	600 E. Philadelphia St. Pomona, CA 91766	840	1,040	No
Pueblo School (K-8)	1460 E. Holt Ave. Pomona, CA 91767	767	1,226	No
Ranch Hills Elementary	2 Trabuco Pl. Pomona, CA 91766	512	596	No
Roosevelt Elementary	701 N. Huntington Blvd. Pomona, CA 91768	756	1,042	No
San Antonio Elementary	855 E. Kingsley Ave. Pomona, CA 91767	446	524	No
San Jose Elementary	2015 Cadillac Dr. Pomona, CA 91767	569	667	No
Vejar Elementary	950 W. Grand Ave. Pomona, CA 91766	935	1,227	No
Washington Elementary	975 E. Ninth St. Pomona, CA 91766	672	739	No
Westmont Elementary	1780 W. Ninth St. Pomona, CA 91766	724	852	No
Yorba Elementary	250 W. La Verne Ave. Pomona, CA 91767	243	514	No
Elementary Subtotal		*16,322*	*22,079*	*No*
Alternative Schools				
Park West High (Cont.)	1540 W. Second St. Pomona, CA 91766	210	385	No
Pomona Alternative School	1530 W. Second St. Pomona, CA 91766	30	N/A	No
School of Extended Educational Options	1460 E. Holt Ave. Pomona, CA 91766	271	N/A	No
Adult Education				
Adult and Career Education	1515 W. Mission Blvd. Pomona, CA 91766	N/A	N/A	N/A

SOURCE: Pomona Unified School District, E-mail Communication, August 9, 2012. California Department of Education, Educational Demographics Unit, website: http://data1.cde.ca.gov. Accessed 26 June, 2012.

[a] Determination of overcrowding at a PUSD school is made by comparing the school housing capacity to the student enrollment. The criteria are developed in the Capital Facilities Department at PUSD.

In addition, the School of Arts and Enterprise, a State Board of Education authorized Public Charter High School serving grades 9 – 12 is located at 295 N. Garey Avenue. This school has an enrollment of 415 students.



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City Boundary

Public School Location

N

0 0.625 1.25

Miles

Public School Locations

Figure 4.11-2

As discussed previously, Claremont Unified School District (CUSD) serves a small portion of northern Pomona. In total, CUSD has over 6,300 students in its K–12 programs and also runs an extensive adult education program. CUSD administers seven elementary schools, a special education school, an intermediate school, a comprehensive high school, and a continuation school. Table 4.11-4 shows the enrollment of the CUSD schools in 2011/12.

Table 4.11-4 Enrollment for CUSD

School Name	*Enrollment (2011/12)*
Chaparral Elementary	643
Claremont High	2,382
Community Day	16
Condit Elementary	644
Danbury Special Education	46
El Roble Intermediate	1,067
Mountain View Elementary	469
Oakmont Elementary	286
San Antonio High (Continuation)	115
Sumner Elementary	589
Sycamore Elementary	379
Vista Del Valle Elementary	288
Total	***6,624***

SOURCE: California Department of Education, Educational Demographics Unit, http://data1.cde.ca.gov. Accessed 26 June 2012.

Private Schools

The city of Pomona has 17 private schools with an enrollment of 1,645 students ranging from kindergarten through high school. Table 4.11-5 provides a summary of the private schools in the city.

Table 4.11-5 Private Schools in the City of Pomona

School	*Enrollment for 2005-2006*	*Type*	*Grades*
City of Knowledge	194	Coeducational	K - 12
First Christian Church Child D*	70	Coeducational	K - 1
ICC Community school*	93	Coeducational	K - 6
LACC Children's House*	19	Coeducational	PK - K
Life Center Christian School**	162	Coeducational	PK- 8
Montessori School of Phillips*	44	Coeducational	PK - K
Mt. Calvary Lutheran School	138	Coeducational	K - 8
Oak Tree Day School**	105	Coeducational	K - 8
Pomona Catholic High School	233	Coeducational	9 - 12
Pomona Catholic Middle School	70	Coeducational	7 - 8
Quest Academy, Inc.**	49	Coeducational	K - 12

Table 4.11-5 Private Schools in the City of Pomona

School	Enrollment for 2005-2006	Type	Grades
Salvation Army Love and Learning**	22	Coeducational	PK - K
Shield of Faith Christian**	41	Coeducational	K - 12
St. Joseph Elementary	167	Coeducational	K - 8
St. Madeleine Elementary	88	Coeducational	K - 5
Twin Palms Christian Academy**	10	Coeducational	3 - 11
Young People Corporation Academy	140	Coeducational	K-12

SOURCE: California Department of Education, Private Schools website: http://www.cde.ca.gov/ds/si/ps/. Accessed 26 June 2012.

*Local School Directory at http://ca.localschooldirectory.com/schools.php/cPath/1842. Accessed on June 26, 2012.

** Private School Reports at http://california.privateschoolsreport.com/schools/CA/Pomona.html. Accessed on June 26, 2012.

Higher Education

Among the higher education institutions serving Pomona is the California State Polytechnic University (Cal Poly Pomona). Cal Poly Pomona is located partially within and partially adjacent to the city's western border, in unincorporated Pomona. Cal Poly Pomona offers a wide variety of undergraduate and graduate degree programs and is home to six academic colleges: Agriculture, Letters, Arts and Social Sciences, Business Administration, Engineering, Environmental Design, and Science, plus College of Education and Integrative Studies and Collins School of Hospitality Management. Cal Poly has an enrollment of more than 20,000 undergraduate students and comprises 1,438 acres (Cal Poly Pomona, 2012).

Pomona is also in the Mount San Antonio Community College District. Mount San Antonio College is among the 112 community colleges. It is located in the city of Walnut and serves nearly 20 communities and one million residents in the San Gabriel Valley (Mount San Antonio College, 2012).

Western University of Health Sciences is located in the center of Downtown Pomona. Western University offers degrees in health sciences such as biomedical sciences, dentistry, nursing, pharmacy, and veterinary medicine. Enrollment is at nearly 3,000 students (Western University of Health Sciences 2012).

DeVry Institute of Technology in Pomona is one of 95 DeVry campuses located throughout the United States. The Pomona facility offers a variety of degree programs in disciplines ranging from accounting to electronics engineering technology. Current enrollment is approximately 8,000 students (DeVry University, Pomona 2012).

Westech College, School of Technology in the nearby city of Ontario also serves many residents of Pomona. Westech offers a variety of vocational training programs including medical assisting and computerized office administration (Westech College School of Technology, 2012). The University of La Verne is located in the City of La Verne and is the main institution in that city.

The Claremont Colleges, a group of six private colleges, are located in the adjacent city of Claremont. The colleges include: Claremont McKenna College, Harvey Mudd College, Pomona College, Scripps College, Claremont Graduate University, and Keck Graduate Institute.

Regulatory Framework

California State Assembly Bill 2926 (AB 2926)—School Facilities Act of 1986

In 1986, AB 2926 was enacted by the state of California and added to the California Government Code (Section 65995) to authorize school districts to collect development fees, based on demonstrated need, and generate revenue for school districts for capital acquisitions and improvements. It also established that the maximum fees (adjustable for inflation) which may be collected under this and any other school fee authorization are $1.50/sf of residential development and $0.25/sf of commercial and industrial space.

AB 2926, entitled the *School Facilities Act of 1986*, was then expanded and revised in 1987 through the passage of AB 1600, which added Section 66000 et seq. of the Government Code. Under this statute, payment of statutory fees by developers would serve as total CEQA mitigation to satisfy the impact of development on school facilities. However, further subsequent legislative actions have alternatively expanded and contracted the limits placed on school fees by AB 2926.

California Senate Bill 50 (SB 50)

As part of the further refinement of the legislation enacted under AB 2926, the passage of SB 50 in 1998 defined the Needs Analysis process in Government Code Sections 65995.5–65998. Under the provisions of SB 50, school districts may collect fees to offset the costs associated with increasing school capacity as a result of development. The fees (referred to as Level One fees) are assessed based upon the proposed square footage of residential, commercial/industrial, and/or parking structure uses. Level Two fees require the developer to provide one-half of the costs of accommodating students in new schools, while the state would provide the other half. Level Three fees require the developer to pay the full cost of accommodating the students in new schools and would be implemented at the time the funds available from Proposition 1A (approved by the voters in 1998) are expended. School districts must demonstrate to the state their long-term facilities needs and costs based on long-term population growth in order to qualify for this source of funding. However, voter approval of Proposition 55 on March 2, 2004, precludes the imposition of the Level Three fees for the foreseeable future. Therefore, once qualified, districts may impose only Level Two fees, as calculated according to SB 50.

Thresholds of Significance

The following threshold of significance is based on Appendix G of the *State CEQA Guidelines*. For purposes of this EIR, implementation of the proposed project may have a significant adverse impact on schools if it would:

- Result in substantial adverse physical impacts associated with the provision of new or physically altered schools, need for new or physically altered schools, the construction of which could cause

significant environmental impacts, in order to maintain acceptable service ratios or other performance objectives for schools.

Project Impacts and Mitigation

Analytic Method

Impacts on schools are determined by analyzing the projected increase in the demand for schools as a result of the proposed project and comparing the projected increase with the schools' remaining capacities to determine whether new or altered facilities would be required. Impacts on schools are considered to be less than significant with payment of the State Department of Education Development Fee in conformance with AB 2926, which was enacted to provide for school facilities construction, improvements, and expansion.

Table 4.11-6 shows generation rates for residential land uses. The size and cost of the individual units are the major factors in determining where each unit falls in the range of students generated.

Table 4.11-6 Student Generation Rates

Land Use Category	Generation Rates (per unit)		
	Elementary	Middle School	High School
Single Family Detached	0.31	0.15	0.21
Single Family Attached	0.24	0.12	0.15
Multi-Family	0.10	0.05	0.08

SOURCE: Decision Insite, LLC., Written Communication, August 15, 2012.

Project Impacts

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

Impact 4.11-3 **Implementation of the proposed General Plan Update and Corridors Specific Plan would result in an increase in student enrollment. However, schools in Pomona have adequate capacity to serve the additional students. Impacts would be Class III, *less than significant.***

Implementation of the proposed General Plan Update and Corridors Specific Plan would add an estimated 2,275 single-family dwelling units and 17,617 multi-family dwelling units in Pomona. The increase in dwelling units would increase enrollment in local schools serving Pomona, which include schools in the CUSD. Table 4.11-7 shows the number of students that would be generated by development facilitated by the General Plan Update and Corridors Specific Plan using the PUSD generation rates shown in Table 4.11-6.

Table 4.11-7 Students Generated					
Land Use Category	*Housing Units*	*Elementary*	*Middle School*	*High School*	*Total Students Generated*
Single Family Detached*	2,275	705	341	478	1,524
Multi-Family*	17,617	1,762	881	1,409	4,052
Total	***19,892***	***2,467***	***1,222***	***1,887***	***5,576***

*See Table 4.11-4 for Student Generation Rates

The PUSD is currently operating with 27,351 seats filled and an overall student housing capacity of 36,564 seats. This leaves an excess of 9,213 seats (1,092 high school, 2,364 middle school, and 5,757 elementary) in the District (see Table 4.11-3). Therefore, the District has adequate educational facilities to house additional enrollment in elementary and middle schools generated by the General Plan Update and Corridors Specific Plan and construction of additional elementary and middle schools within the PUSD is not anticipated to be necessary. Additional high school enrollment facilitated by the General Plan Update and Corridors Specific Plan would be over available high school capacity and construction of high school facilities may be needed. However, pursuant to Section 65995 (3) (h) of the California Government Code (Senate Bill 50, chaptered August 27, 1998), the payment of statutory fees "...is deemed to be full and complete mitigation of the impacts of any legislative or adjudicative act, or both, involving, but not limited to, the planning, use, or development of real property, or any change in governmental organization or reorganization." With payment of mandatory school impact fees by developers in the city, impacts would be **less than significant**.

Proposed General Plan Update Policies

The Land Use Component of the proposed General Plan Update includes policies that would address issues related to schools. The goals and policies applicable to the project are included below.

Goal

6G.G5 Strive to provide parks, schools and neighborhood-serving commercial uses within a convenient distance from all homes.

Policy

6G.P5 Invest in public infrastructure in aging neighborhoods to promote pride of ownership, revitalization of structures and new development.

Mitigation Measures

No mitigation measures are required.

Level of Significance after Policies/Mitigation Measures

The proposed General Plan Update policies as well as payment of statutorily required fees would ensure that impacts to schools would remain less than significant.

4.12 PARKS, RECREATION, AND OPEN SPACE

This section discusses the potential impacts of the proposed General Plan Update, Corridors Specific Plan and ATP on recreational resources within Pomona. Parks, Open Space and other recreational programs and resources are discussed in this section. Data was largely obtained from the City's website, the Pomona Youth and Family Master Plan and communication with City staff.

4.12.1 Environmental Setting

Parks, recreational resources and open space are important to identify and evaluate because they provide a key measure of the physical quality of life in a community. Such resources enhance the city's aesthetic qualities, the health of the city's environment, and residents' perceptions and enjoyment of the city.

Parks

As of 2010, the City of Pomona owns and operates 211 acres of developed park land, or about 1.4 acres per 1,000 residents.[1] Among the facilities operated by the City, four are between 0.5 and 1 acre in size, 18 are between 1 and 10 acres in size and four are greater than 10 acres. An inventory of existing public parks in the city is provided in Table 4.12-1. In addition to public parks, there are several private recreation facilities and county parks that also serve the city. These include the Mountain Meadows Golf Course, Palm Lake Golf Course, the Fairplex, Cal Poly, and Bonnelli Park. Bonnelli Park is a regional park immediately northeast of the city. It contains picnic facilities, boating and fishing at the Puddingstone Reservoir, and the Raging Waters Aquatic Park.

Table 4.12-1 Pomona Parks and Locations

Park Name	*Restrooms*	*Play Equipment*	*Baseball Fields*	*Soccer Fields*	*Basketball Courts*	*Tennis Courts*	*Parking Lot*	*Community Centers*	*Picnic Areas & BBQs*	*Park Acreage*
Centennial					X				X	0.5
Cesar Chavez		X			X				X	1
Civic Center Plaza							X			9
Country Crossings	X	X		X			X		X	8
Ganesha	X	X			X	X	X	X	X	60
Garfield	X	X							X	3
Hamilton		X			X				X	0.67
Jaycee	X	X	X				X	X	X	8
John F. Kennedy	X	X	X		X		X	X	X	8
Kellogg	X	X							X	2.5

[1] Based on an estimated population of 149,950 as given in the *California Department of Finance, E-5 City/County Population and Housing Estimates, 2012.*

Table 4.12-1 Pomona Parks and Locations

Park Name	Restrooms	Play Equipment	Baseball Fields	Soccer Fields	Basketball Courts	Tennis Courts	Parking Lot	Community Centers	Picnic Areas & BBQs	Park Acreage
Kiwanis		X			X			X	X	5
Lincoln	X	X							X	3
Martin Luther King Jr.	X		X	X	X			X	X	5
Memorial		X			X		X		X	2
Montvue	X	X	X						X	4.5
Palomares	X	X	X	X	X	X	X	X	X	18
Philadelphia	X	X		X	X		X	X	X	4.5
Phillips Ranch	X	X		X					X	5
Powers		X			X				X	0.74
Ralph Welch	X	X	X		X		X	X	X	10
Ted Greene	X	X	X				X		X	4.2
Tony Cerda	X	X		X					X	4
Veterans	X			X			X		X	11
Washington	X	X	X	X	X	X	X	X	X	22
Westmont	X	X	X		X	X	X	X	X	6
Willie White		X			X			X	X	5
Total										***210.61***

SOURCE: City of Pomona, Park Inventory, Park Amenities Chart; Ilona Arends, City of Pomona, Verbal Communication, May 2012

As indicated in the proposed General Plan Update, the City is striving to achieve a target of three acres of parkland per 1,000 residents. However, the city is largely built out and finding space to build new parks will be a challenge. Consequently, the City plans to continue to explore creative solutions to increase the availability of park space, improve and enhance the existing parkland system, and better serve the recreation needs of the community. With expected growth of 47,450 new residents over the next 20+ years, approximately 381 new acres of parkland will be needed to meet the City's park standards.

Recreation Programs

The Pomona Recreation Division provides recreation programs and services to the citizens of Pomona. The Recreation Division offers programs and services designed specifically for youth, including after-school and summer recreation programs. Both programs are drop-in recreation programs that are offered at a wide variety of sites around the community so that elementary children can easily walk to and from the location. The after-school recreation program and summer recreation program are offered at no charge (except for minimal trip and activity charges). These programs organize informal play for children seasonally. Community Development Block Grant (CDBG) funding is used to support the recreational program at Philadelphia Park.

The city also has two outdoor pools, at Washington Park and Ganesha, which are generally open daily from early June until mid-August, except on Monday. The Ganesha pool has a water slide. The Recreation Division offers the following aquatics activities in at least one of these pools:

- Recreation Swim;
- Learn to Swim Classes; and
- Water Exercise Classes.

In addition to the youth programs described above, the Recreation Division also offers a variety of senior programs as well. These programs include classes such as dance and art as well as a free lunch site for seniors (City staff, personal communication, May 2012).

A variety of churches and non-profit organizations in the city also provide recreational opportunities to Pomona residents. Recreational facilities at the YMCA Pomona Valley and the Boys and Girls Club of Pomona are available to the public for a fee.

Open Space

The majority of Pomona is developed; however, a few greenbelts remain, consisting of natural, undeveloped lands. The Puente/Chino Hills in the southwestern area of the city include Phillips Ranch, Elephant Hill and Westmont Hills, while the San Jose Hills in the northwestern corner of the city include Mountain Meadows and Bonelli Park.

In addition, the Spadra Landfill is an open space area that is adjacent to California State University Pomona (Cal Poly) in the western portion of the city. The landfill closed to the general public in 2000. Currently, the landfill is included in a 320-acre project site called the LandLab, which specifies that post-closure land uses of the site include a combination of education, research, recreation and open spaces. Established in 1985 as a joint project between Cal Poly and Los Angeles County Sanitation Districts, the LandLab is a center for education and research in the sustainable use of resources while providing for recycling, the diversion of waste materials and the efficient use of refuse capacity. Cal Poly is responsible for the post closure land development, which initially calls for perennial pastures (LACSD website, accessed on May 25, 2012).

Existing Bicycle Facilities

As part of the development of the ATP, an inventory was completed of existing multi-use paths and on-street bikeway facilities. The City currently has approximately 3.28 miles of bikeway facilities, consisting of approximately:

- 2.1 miles of Class I multi-use paths
- 1.27 miles of Class II bike lanes
- No miles of Class III bike routes

Planned Improvements

The City has begun the planning process for the development of an additional park site near the 10 Freeway and Park Avenue. The City has purchased the site and is currently processing entitlements to allow development of this two-acre neighborhood park.

4.12.2 Regulatory Framework

Quimby Act

The Quimby Act was established by the California legislature in 1965 to provide parks for growing communities in California. The Act authorizes cities to adopt ordinances addressing park land and/or fees for residential subdivisions for the purpose of providing and preserving open space and recreational facilities and improvements. The Act requires the provision of three acres of park area per 1,000 persons residing within a subdivision, unless the amount of existing neighborhood and community park area exceeds that limit, in which case the City may adopt a higher standard not to exceed five acres per 1,000 residents. The Act also specifies acceptable uses and expenditures of such funds.

State Public Park Preservation Act

The primary instrument for protecting and preserving parkland is the State Public Park Preservation Act. Under the Public Resource Code, cities and counties may not acquire any real property that is in use as a public park for any non-park use unless compensation or land, or both, are provided to replace the parkland acquired. This provides no net loss of parkland and facilities.

State Street and Highway Code

The State Street and Highway Code assists in providing equestrian and hiking trails within the right-of-way of County roads, streets, and highways.

Local

The City prepared a Citywide Park Facilities Master Plan in 1997 that provides an inventory, assessment and action plan for park and recreation facilities. The action plan for park facilities, which was based on a significant public input process, helped the City determine where capital improvement funds dedicated to park facilities should be focused. The Master Plan identifies the following facilities and programs as the most needed according to the community:

- Community swimming pools
- Indoor facilities for after-school youth programs
- Gymnasiums
- Community recreation centers
- Picnicking facilities for large groups
- Indoor and outdoor basketball courts

- Hiking trails
- Playgrounds

The City also approved the Washington Park Master Plan in 2005, which allows for future expansion of the park by acquiring properties immediately adjacent to the existing Washington Park site at Towne Avenue and Ninth Street. The park would be expanded to provide more playfields, potentially including soccer fields, speed soccer fields and a hockey field. Also included would be a newly constructed pool and a community center. The City maintenance yard, which is adjacent to the park on the north, would be relocated and that property would become part of the Washington Park Master Plan.

In addition, the Pomona Youth and Family Master Plan (YMFP) is an action-oriented document that includes specific short- and long-term strategies for addressing a number of priority risk factors, including: community disorganization, academic failure and favorable youth attitudes toward antisocial behavior. The YFMP provides multiple strategies for addressing several key goals and while not solely about providing recreation it is a blueprint for services and includes a goal to inventory current programs, policies and practices addressing the priority risk and protective factors and identify gaps in the current response.

4.12.3 Thresholds of Significance

The following thresholds of significance are based on Appendix G of the *State CEQA Guidelines*. For the purposes of this EIR, implementation of the proposed General Plan Update and Corridors Specific Plan may result in a potentially significant impact if they would cause either of the following results:

- Does the project include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment.
- Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated.

4.12.4 Project Impacts and Mitigation

Project Impacts

Threshold	Would the proposed project include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment?

Impact 4.12-1 **Development facilitated by the General and Specific Plans would increase the city's population with commensurate increases in demand for parks and recreation facilities. The current inventory of parks would not meet the City's target of 3 acres of active parkland per 1,000 residents. However, development of park sites identified under the General Plan Update would provide sufficient park acreage. In addition, implementation of the ATP would provide additional bicycling and pedestrian infrastructure. Provision of new parks and improved bicycling and pedestrian infrastructure is not**

expected to result in adverse physical effects on the environment. Impacts would be Class III, *less than significant*.

The City's target parkland to population ratio is 3 acres per 1,000 residents. Using this standard, the city requires 450 acres of parkland to serve its current population of 149,950, as shown in Table 4.12-2. Since the city currently has about 211 acres of parkland, there is an existing 239-acre deficit in parkland and recreational facilities in the city. Based on the SCAG Regional Growth Forecasts, the total population of the city would be approximately 197,400 in 2035. Using the 3 acres per 1,000 residents standard, the city would need approximately 592 acres of parkland by the year 2035. This exceeds the current inventory of parks by 381 acres.

Table 4.12-2 Current and Future Parkland Compared to Target Acreage

Timeframe	Total Parkland (acres)	Required Parklands at 3 Acres Per 1,000 Residents	Parkland Surplus/ Shortfall at 3 Acres Per 1,000 Residents
Existing	211[a]	450[b]	-239 acres
2035	626[c]	592[d]	+34 acres

[a] City of Pomona, Park Inventory, Park Amenities Chart.

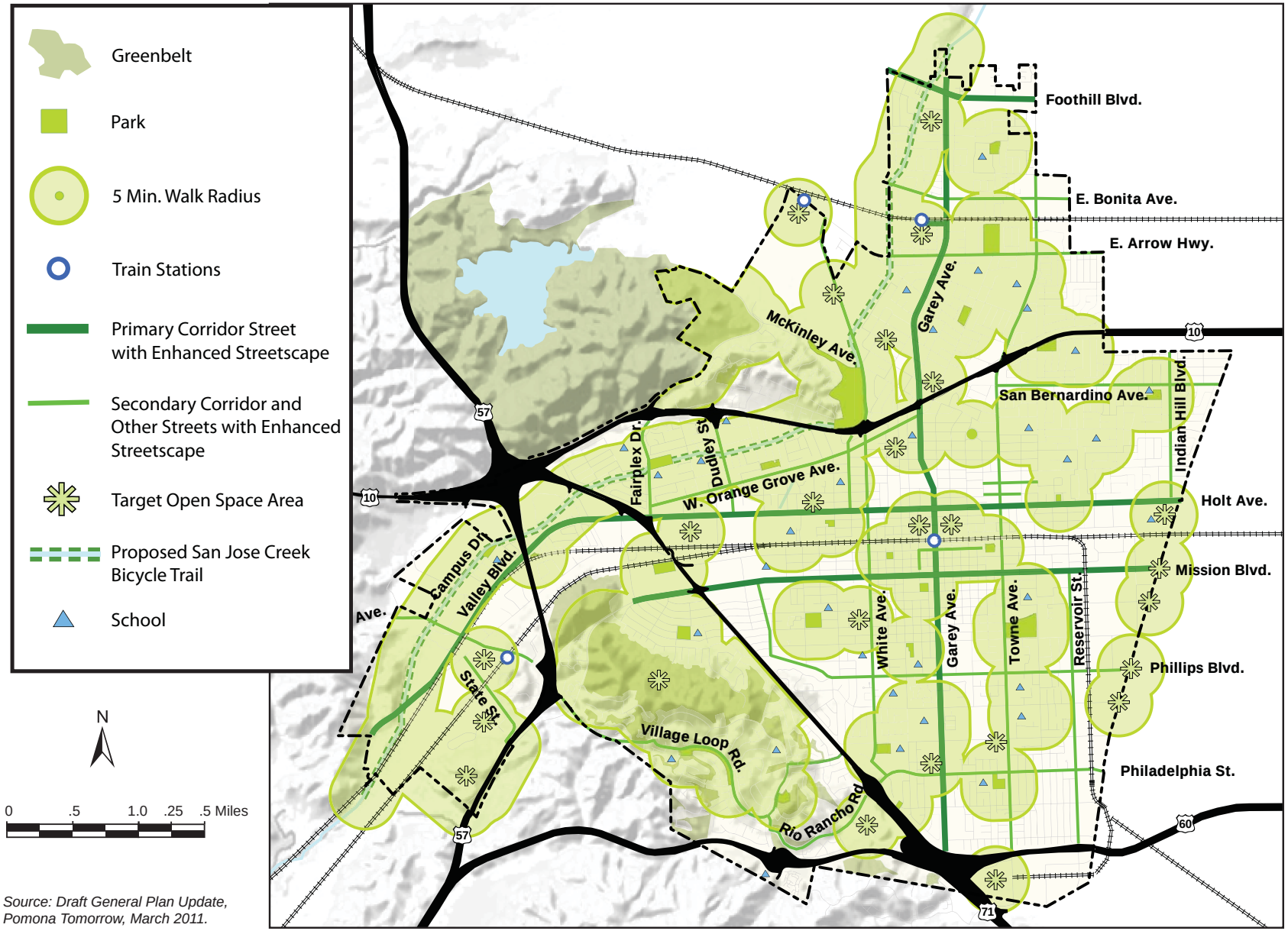
[b] Based on an estimated population of 149,950 as given in the California Department of Finance, E-5 City/County Population and Housing Estimates, 2012.

[c] Based on existing 211 acres plus planned 415 acres included in the proposed General Plan.

[d] Based on SCAG 2035 population estimates included in the 2012 RTP/SCS.

The City's Future Open Space Network, as illustrated in Figure 4.12-1, will feature more open space that is better distributed throughout the city and is better connected. The General Plan Update proposes to add approximately 415 acres of parks to the open space system. Specific anticipated additions to the parkland system are shown in Table 4.12-3. The proposed addition of parks and open space is more than adequate to meet the needs of the estimated city population in 2035, as shown in Table 4.12-2, and does not include additional acreage that may also be provided as part of the San Jose Creek Bike Trail.

With these sites, the target rate of 3 acres per 1,000 residents could be met. Development of these sites could potentially result in significant impacts in such areas as aesthetics, biology, geology, hazards and hazardous materials, and water quality. However, existing City programs for project design and approval as well as the CEQA environmental review process require that such potential impacts be addressed prior to construction of new facilities. Policies in the General Plan Update that address potential issues that could result from parkland development are discussed in Sections 4.1 (*Aesthetics*), 4.3 (*Biological Resources*), 4.5 (*Geology and Soils*), 4.6 (*Hazards and Hazardous Materials*) and 4.7 (*Hydrology and Water Quality*). The actual impacts of new park facilities would depend upon the precise type and location of such facilities and would therefore need to be addressed in a project-level environmental review. However, it is anticipated implementation of General Plan Update policies and existing City programs and review processes would adequately mitigate any potential secondary environmental impacts relating to the development of new parks.



Source: Draft General Plan Update, Pomona Tomorrow, March 2011.

Future Open Space Network

Figure 4.12-1

Table 4.12-3 Planned Additions to the Open Space Network

Location	Possible Focus	Approximate Acreage
Veteran's Park[a]	Soccer Fields	11
Washington Park[a]	Sports Complex	18.8
Civic Center[b]	TBD	9.0
Off Garey Ave b/w Grove St & Foothill Blvd	Ball fields	2.5
Holt Ave & St. Paul St.	Playground	1.6
Sherwood St b/w Aliso & Berkeley St	Playground	1.2
Park & Orange Grove Ave	Passive Park	1.76
Center Street	Downtown Plaza	0.4
Second & Gordon St	Downtown Plaza	0.3
Fourth & Gordon St	Downtown Plaza	0.3
Gordon St from 2nd to 3rd	Pedestrian walkway	1
First St Linear Park	Pedestrian walkway/ballcourts	3.6
Second & Palomares St	Downtown Plaza	0.3
Lanterman	Hiking Trails, playground	300
Westmont Hill	Hiking Trails	100
1041 South White Ave	Playground	2
San Jose Creek Bicycle Trail	TBD	

[a] These two parks are already complete and have not been included in the calculation of additional acreage to be added by the General Plan Update.

[b] This project is an upgrade of an existing facility. Acreage has not been included in the calculation.

Figure 2-10 in the *Project Description* illustrates the City's existing and proposed future bicycle network. The proposed system includes a total of approximately 76 miles of new bikeway facilities in addition to the three miles currently in place as shown in Table 4.12-4. In addition, as part of the ATP, there are plans to improve pedestrian safety and comfort at intersections and prioritize the installation of sidewalks where they do not currently exist.

Table 4.12-4 Current and Future Bicycle Network Length

Bikeway Classification	Existing	Proposed
Shared-Use Bicycling and Walking Path	1.2 miles	7.5 miles
On-Street Bicycling Lane	4.2 miles	28 miles

Table 4.12-4 Current and Future Bicycle Network Length

Bikeway Classification	Existing	Proposed
Bicycling Route (Signed and Marked)	--	26.4 miles
Long-Term Improvements	--	9.9 miles
Improvements Recently Completed	--	3.7 miles
Total	**5.4 miles**	**75.5 miles**

Source: Table 4-1, Active Transportation Plan, 2012

Improvement and expansion of the existing bicycle and pedestrian network, would provide additional recreational facilities for use by city residents in addition to planned park improvements. The potential for addition of bicycle and pedestrian facilities to result in adverse physical effects on the environment would be low, but would depend on the precise type and location of such facilities and would therefore need to be addressed in a project-level environmental review. However, it is anticipated implementation of General Plan Update policies and existing City programs and review processes would adequately mitigate any potential secondary environmental impacts relating to the development of new bicycle and pedestrian facilities.

Therefore, implementation of the proposed General Plan Update would reduce the impacts related to the physical effects on the environment from the development of new parkland, bicycle facilities and pedestrian facilities to **less than significant** and no mitigation would be required.

Threshold	Would the proposed project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?

Impact 4.12-2 **Implementation of the proposed General Plan Update and Corridors Specific Plan would not result in increased use of existing recreational facilities that could accelerate physical deterioration of those facilities. Impacts would be Class III, *less than significant*.**

As there is a current deficit in recreational facilities within the city, an increase in population resulting from implementation of the proposed General Plan Update and Corridors Specific Plan could place an even higher demand on these facilities such that deterioration of these facilities would be accelerated. However, as discussed in Impact 4.12.1, with the General Plan Update's proposed addition of approximately 415 acres of parks to the open space system, the target rate of 3 acres per 1,000 residents could be met. Funding for park improvements/additions would be available through collection of fees under the Quimby Act, in addition to other available sources, and as such would be expected to keep pace with population growth as it occurs. Thus, it is unlikely that increased demand and use would result in the accelerated deterioration of existing recreational facilities. The proposed General Plan Update has identified Goal 7C.G1, as well as Policies 7C.P1, 7C.P4, 7C.P6, 7C.P10 and 7C.P18 to ensure that

existing facilities are well maintained. Implementation of these goals and policies would reduce the accelerated deterioration of these resources from future population growth. Policy 7C.P16 also calls for an update to the Citywide Park Facilities Master Plan to establish priorities for the development of new parks and open spaces. In addition, the proposed General Plan Update lists a number of goals and policies to ensure that open space is distributed equitably, primarily to areas that are underserved by parks and recreation facilities, and that would experience population densification under the proposed General Plan Update. Implementation of the goals and policies in the proposed General Plan Update would reduce the accelerated deterioration of these resources from future population growth and impacts would be **less than significant**.

Proposed General Plan Update Goals and Policies

The recreation-related goals and policies that are applicable to the proposed project are identified below.

Parks, Recreation and Open Space Goals

7C.G1 Establish a more comprehensive and integrated network of parks and open space, within 1/4 mile radius at all neighborhoods, while enhancing existing facilities where feasible.

7C.G2 Provide land for public parks at a ratio of three (3) acres per 1,000 residents.

7C.G3 Develop additional parkland in the City, particularly in areas lacking these facilities and where new growth is proposed.

7C.G4 Improve access to public open space and recreation facilities.

7C.G5 Improve security at all public parks and recreation facilities.

7C.G6 Provide a respite from the urban environment in higher intensity districts such as Downtown through the creation of publicly accessible plazas and parks.

7C.G7 In the Downtown area, provide a major focal public gathering place for the community such as an urban square or town green, activated by ground floor storefronts and building entrances.

7C.G8 Expand the City's recreational program through the addition of recreational buildings, ball fields, and new outdoor recreational space.

7C.G9 Expand the variety of public spaces in the City through the creation of nature parks, especially those that preserve or restore existing natural open space.

7C.G10 Increase recreational programs/activities for young adults and seniors.

7C.G11 Support the development of a network of multi-purpose facilities to house visual and performing arts activities, such as exhibition, studio/class, performance, and theater/lecture space.

Parks, Recreation and Open Space Policies

7C.P1 Develop a master community parks layout that promotes well distributed parks accessible to all neighborhoods:

- Identify parks requiring improved accessibility and connectivity to neighborhoods.
- Require individual developments to contribute to the network by including open space in their site design.
- Require new development to explore opportunities for links across the rail corridor to Palomares Park.

7C.P2 Require that at least one public park be located within one-quarter mile, via a direct pedestrian route, of 75 percent of all homes within a specific or master plan area.

7C.P3 Adopt a park standard of 3.0 acres of publicly accessible open space per 1,000 new residents.

7C.P4 Revise developer impact fees to provide the capital necessary for the creation of new open space and the improvement of existing open space.

7C.P5 Achieve park standards through a combination of dedications, in-lieu fees, and other mechanisms such as grant opportunities, developer incentive programs, transfer of development rights programs, and joint use opportunities with Pomona Unified School District.

7C.P6 Create opportunities and incentives, such as public acknowledgement plaques and signs, for other agencies, non-profits, private businesses and user groups to participate in the provision, development and maintenance of parks, open space and recreation facilities.

7C.P7 Pursue the creation of the nature parks listed in Figure 7-C.2 and shown on Figure 7-C.1 [of the General Plan Update], including providing hiking trails.

7C.P8 Explore creative opportunities for new park locations, such as:

- Unused cemetery land
- Riverfront trails
- De-channelizing portions of San Antonio Creek

7C.P9 Strive to provide parks within ¼-mile (approximately five minute walking distance) of all urban (low and high density) neighborhoods.

7C.P10 Provide park security by providing more evening activity lighting at all public open spaces, expanding park security patrols and installing security cameras where appropriate and incorporating CPTED principles into the design of new public spaces.

7C.P11 Consider allowing in-lieu fee payments based on the size of a project in higher intensity districts (such as Downtown) or for small developments.

7C.P12 Provide incentives, such as increased density, to developers to provide usable and active public plazas bordered by storefronts and entrances, as part of development projects Downtown.

7C.P13 Create a Civic Center Park Master Plan to strengthen the Civic Center's role as a focus for the community, including improving spaces to serve large public gatherings.

7C.P14 Pursue joint-use opportunities for the shared use of School District recreation space.

7C.P15 Explore the potential for establishing joint-use agreements with private institutions within the City, such as the Fairplex, for the construction and joint-use of recreational facilities offering indoor swimming pools, basketball courts, soccer fields, and other needed recreational facilities.

7C.P16 Update the Citywide Parks Facilities Master Plan to identify needs and establish priorities for development of new parks, open spaces, and recreational and cultural facilities identified under the General Plan.

7C.P17 Explore opportunities to add linear pathways along rail corridors and/or to redevelop the San Antonio Creek channel into a naturalistic linear park with a walking path.

7C.P18 Maintain Pomona's Senior Centers, including Palomares Park, Emerson Village and Washington Village, and continue to support senior activity programs.

7C.P19 Continue to work with public agencies and non-profit organizations to meet public space and recreational facilities needs of seniors.

7C.P20 Explore opportunities for adaptive reuse of historic or existing structures for performing and visual arts venues, as exemplified by the recently restored Fox Theater.

Mitigation Measures

Implementation of the General Plan Update, Corridors Specific Plan and ATP with their applicable goals, policies, implementation programs and recommendations would not result in significant impacts associated with recreation and no mitigation would be required.

Level of Significance After Policies/Mitigation Measures

Existing regulations and policies outlined in the proposed General Plan Update and Corridors Specific Plan would reduce impacts related to recreation to a less than significant level.

4.13 TRANSPORTATION/TRAFFIC

This section evaluates the potential for implementation of the proposed General Plan Update, Corridors Specific Plan and ATP to result in impacts to traffic, circulation, parking, access, and other transportation modes. This includes an analysis of the potential for the proposed General Plan Update, Corridors Specific Plan and ATP to increase local and regional traffic volumes, fail to meet a level of service (LOS) standard, increase hazards due to a design feature, interfere with emergency access, result in an inadequate parking supply, or conflict with applicable alternative transportation programs.

The Traffic Impact Analysis (TIA) was developed based on the requirements within the City of Pomona's proposed General Plan Update, the City's Traffic Impact Analysis Guidelines (February 2012), the Congestion Management Program (CMP) Guidelines, and the *State CEQA Guidelines*.

4.13.1 Environmental Setting

The city of Pomona is comprised of 22.84 square miles. As a hub between the eastern end of San Gabriel Valley and western edge of the San Bernardino-Riverside region, Pomona is positioned at the conflux of Interstate 10 (I-10), State Route 57 (SR-57), State Route 71 (SR-71), and State Route 60 (SR-60) freeways. It is also just ten miles from Ontario International Airport. Pomona is surrounded by the cities of Claremont, La Verne, San Dimas, Walnut, Diamond Bar, Chino, Chino Hills, and Montclair. The main campus of California Polytechnic University, Pomona, is located partly inside and partly outside the city boundaries between the cities of Pomona and Walnut.

SR-57 runs north to south near the western edge of the city. SR-71 diagonally transects the western half of the City, and I-10 runs east to west about one mile north of Downtown. A fourth freeway, SR-60, runs east to west through the hills along the southern edge of the city, separating a residential neighborhood, some major commercial uses, light-industrial/business park uses, and the Diamond Ranch High School from the rest of the city.

Pomona is also traversed by an east-west Union Pacific/Amtrak/Metrolink-Riverside rail line running through the center of Downtown and an east-west Burlington Northern Santa Fe (BNSF)/Metrolink-San Bernardino line running through the northern part of the city. Similar to the freeway rights-of-way, the trackways also function as hard neighborhood edges and to some degree, barriers between parts of the city.

While the majority of the city's land area is occupied by residential neighborhoods, other major land uses include public lands and industrial uses. Commercial and professional offices are amongst the least extensive uses.

Study Intersections

Fehr & Peers worked with City staff and identified 22 study intersections and three study roadway segments for evaluation in this study. These are listed below.

- Garey Avenue & Foothill Boulevard
- Garey Avenue & Arrow Highway
- Towne Avenue & Arrow Highway
- Garey Avenue & McKinley Avenue & I-10 On Ramp
- Indian Hill Boulevard & San Bernardino Avenue
- Fairplex Drive & Holt Avenue
- Garey Avenue & Holt Avenue
- Towne Avenue & Holt Avenue
- Reservoir Street & Holt Avenue
- Indian Hill Boulevard & Holt Avenue
- Humane Way & Roselawn Avenue
- Roselawn Avenue & Pomona Boulevard
- White Avenue & Mission Boulevard
- Garey Avenue & Mission Boulevard
- Towne Avenue & Mission Boulevard
- Reservoir Street & Mission Boulevard
- East End Avenue & Mission Boulevard
- Pomona Boulevard & West Temple Avenue
- Mission Boulevard & Temple Avenue
- Phillips Ranch Road & Rio Rancho Road
- Garey Avenue & Philadelphia Street
- Reservoir Street & Philadelphia Street

Existing Conditions

This section discusses the existing transportation conditions in and around the city, including the roadway, transit, and pedestrian networks.

Existing Roadway Facilities

The five major freeways serving the Pomona sub-region provide primary regional access to and from the city and are described in detail below.

Regional Access

San Bernardino Freeway (I-10) - I-10 provides east-west access to Pomona from Santa Monica and Los Angeles to the west, and Ontario, San Bernardino, and Riverside to the east. The freeway has four lanes in either direction with an additional lane designated for high occupancy vehicles (HOV).

Pomona Freeway (SR-60) - SR-60 is a 10 lane (five in either direction) freeway which provides access east to west, south of the I-10. One lane in either direction is designated for HOV.

Foothill Freeway (I-210) - I-210 provides an additional east-west connection to the north of Pomona, extending west to Pasadena and the San Fernando Valley. The roadway has four lanes, one of which is designated as HOV, in either direction.

Corona Expressway (SR-71) - SR-71 is a freeway through Chino and Chino Hills. It changes to an expressway between the SR-60 and the I-10. The roadway is two lanes in either direction with an additional left or right turning lane at parts. There has been construction work along the expressway, and most recently an overpass was completed over the interchange at Mission Boulevard. There are plans to widen SR-71 to a standard 8-lane facility by adding one mixed-flow lane in each direction plus a HOV lane.

Orange Freeway (SR-57) - SR-57 provides the city with connections to Corona and Orange County. The roadway has four lanes in either direction and is divided by a barrier.

Local Access

Garey Avenue - Garey Avenue is classified as a minor arterial by the City's General Plan. It runs north to south. There are two lanes in either direction, as well as a center turning lane. Sections of the roadway are divided by a raised median, and there is a posted speed limit of 35 MPH. On-street parking is allowed.

Holt Avenue - Holt Avenue runs east to west and is classified as a major arterial street in the General Plan. There are three lanes in either direction with a center turning lane. While there are some intersections where it is allowed, on-street parking is generally prohibited. The posted speed limit is 35 MPH.

Mission Boulevard - Mission Boulevard is classified as a major arterial street in the General Plan. It runs east to west and crosses both the SR-71 and SR-57 freeways. There are two lanes in either direction with a center turning lane. The posted speed limit is 35 MPH and on-street parking is allowed.

Towne Avenue - Towne Avenue is identified as a major arterial in the City's General Plan. It runs north to south. There are two lanes in either direction with a center turning lane. On-street parking is allowed and the posted speed limit is 40 MPH.

White Avenue - White Avenue runs north to south and is classified as a minor arterial street in the General Plan. There are three lanes in either direction and the roadway is divided by a raised median at certain sections. The posted speed limit is 35 MPH and on-street parking is sometimes allowed.

Reservoir Street - The General Plan classifies Reservoir Street as a minor arterial which starts at Holt Avenue and goes south. There are two lanes in either direction, and a center turning lane. On street parking is generally prohibited and the posted speed limit is 40 MPH.

East End Avenue - East End Avenue begins at Holt Avenue as a minor arterial street. As it extends south and crosses Mission Boulevard, the street's classification changes to major arterial. North of Mission Boulevard, the roadway has two lanes traveling in both directions and a center turning lane. South of Mission Boulevard, the roadway changes to one lane in either direction. The posted speed limit is 40 MPH.

San Bernardino Avenue - San Bernardino Avenue begins at Towne Avenue and runs east. It is classified as a minor arterial street in the City's General Plan. The roadway is two lanes in either direction with a center turning lane. On-street parking is generally allowed. The posted speed limit is 35 MPH.

Indian Hill Boulevard - Indian Hill Boulevard runs north to south and ends at Holt Avenue. It is classified as a minor arterial street in the City's General Plan. The roadway has two lanes in either direction in addition to a center turning lane. On-street parking is not allowed. The posted speed limit is 40 MPH.

Existing Traffic Volumes and Level of Service

Existing Intersection Level of Service

The level of service (LOS) at intersections is determined based on the average delay that motorists experience, per the standard Transportation Research Board (TRB) Highway Capacity Manual 2000 (HCM 2000) methodology. This is in line with the City of Pomona Traffic Impact Study Guidelines. Delay (in seconds) was calculated at each study intersection using Trafficware Synchro Software v. 8, and compared to the LOS thresholds outlined in the HCM 2000. These grades range from level of service (LOS) A (minimal delay) to LOS F (excessive congestion). LOS E represents at-capacity operations. CMP-designated intersections were also evaluated using the Intersection Capacity Utilization Methodology and the TRAFFIX level of service software. Descriptions of the LOS letter grades for signalized and unsignalized intersections are provided in Table 4.13-1.

Table 4.13-1 Intersection and Freeway LOS Criteria

Level of Service	*Description*	*Volume to Capacity Ratio (CMP intersections/ freeways)*	*Signalized Delay (seconds)*	*Unsignalized Delay (seconds)*
A	Operations with very low delay occurring with favorable progression and/or short cycle length.	0-0.60	< 15.0	< 10.0
B	Operations with low delay occurring with good progression and/or short cycle lengths.	0.61-0.70	> 15.0 to 25.0	>10.0 to 15.0
C	Operations with average delays resulting from fair progression and/or longer cycle lengths. Individual cycle failures begin to appear.	0.71-0.80	> 25.0 to 35.0	>15.0 to 25.0
D	Operations with longer delays due to a combination of unfavorable progression, long cycle lengths, or high V/C ratios. Many vehicles stop and individual cycle failures are noticeable.	0.81-0.90	> 35.0 to 55.0	>25.0 to 35.0
E	Operations with high delay values indicating poor progression, long cycle lengths, and high V/C ratios. Individual cycle failures are frequent occurrences.	0.91-1.00	> 55.0 to 80.0	>35.0 to 50.0
F	Operation with delays unacceptable to most drivers occurring due to over saturation, poor progression, or very long cycle lengths.	> 1.01	> 80.0	>50.0

Source: Highway Capacity Manual (Transportation Research Board, 2000) and the LA County Congestion Management Program (2010).

To evaluate the level of service at city intersections for existing AM and PM peak hour conditions, existing traffic volumes, lane configurations collected in the field, and signal timing information provided by City staff were used. Figure 4.13-1 shows existing AM and PM peak hour traffic volumes, traffic controls, and intersection geometrics. Table 4.13-2 summarizes existing traffic delay and LOS at

intersections during peak hours. The General Plan Update includes standards for determining acceptable levels of service, as shown in Table 4.13-7 (on page 4.13-15), which vary by roadway type, location, and street context. Based on City standards, the Humane Way at Roselawn Avenue intersection currently operates below the acceptable level of service during at the PM peak hour.

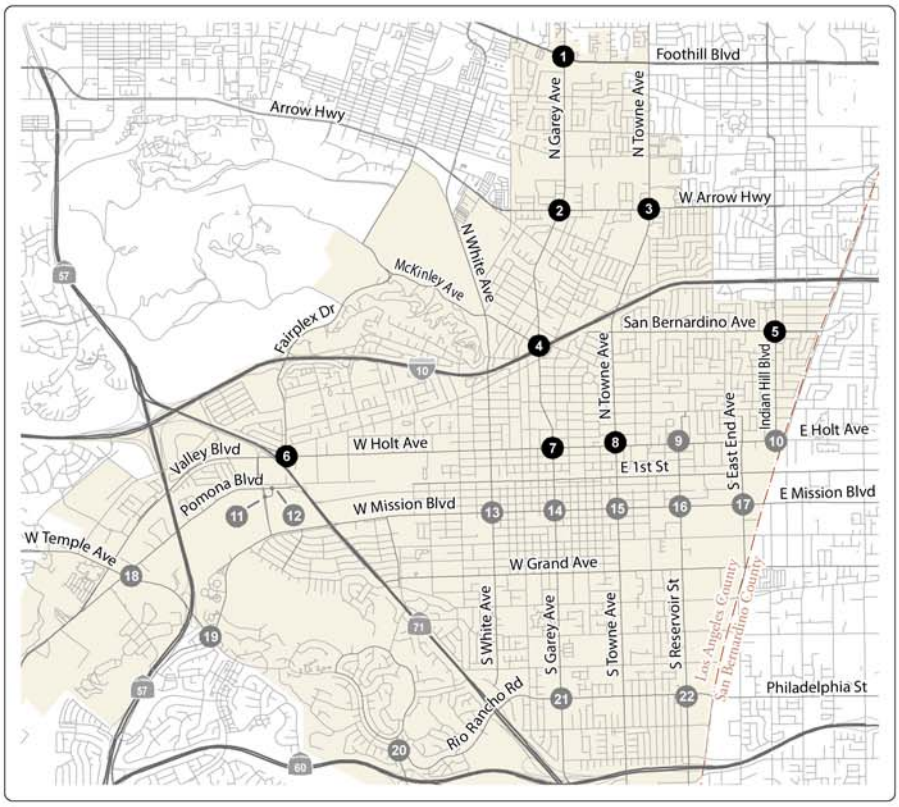
Table 4.13-2 Intersection Level of Service – Existing (2012) Conditions

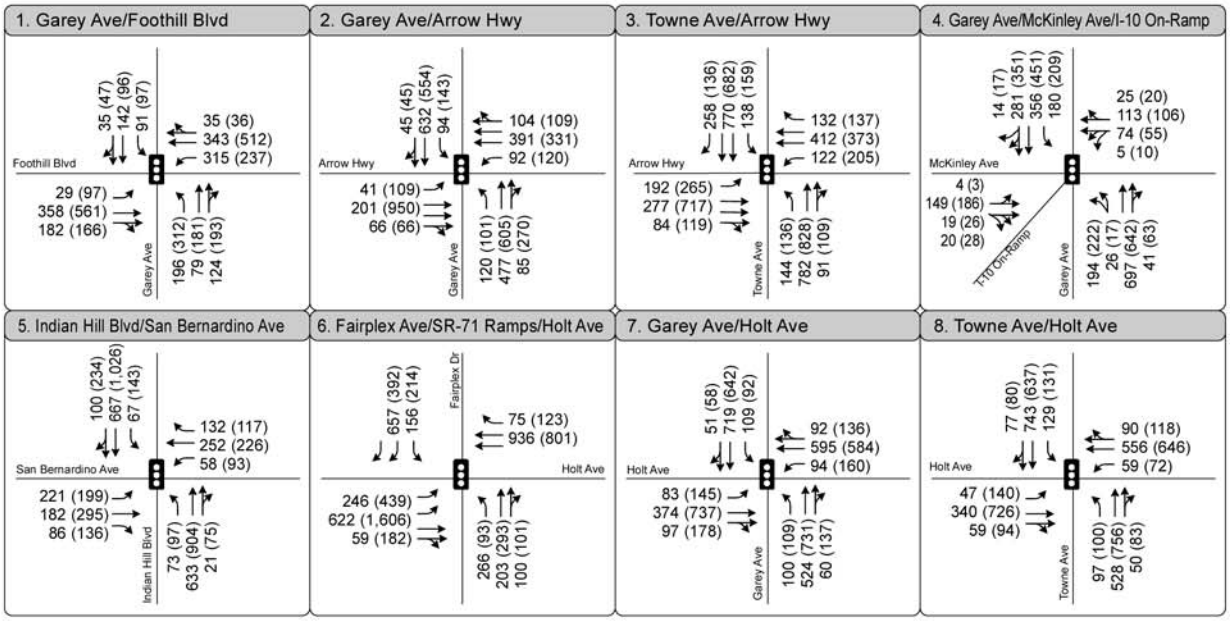
	Intersection	Control	Place Type	AM Peak		PM Peak	
				Delay	LOS	Delay	LOS
1.	Garey Ave & Foothill Blvd	Signal	CMP Roadway	29	C	39	D
2.	Garey Ave & Arrow Hwy	Signal	CMP Roadway	33	C	50	D
3.	Towne Ave & Arrow Hwy	Signal	CMP Roadway	54	D	62	E
4.	Garey Ave & McKinley Ave & I-10	Signal	CMP Roadway	26	C	28	C
5.	Indian Hill Blvd & San Bernardino Ave	Signal	CMP Roadway	25	C	29	C
6.	Fairplex Dr & Holt Ave	Signal	CMP Roadway	21	C	33	C
7.	Garey Ave & Holt Ave	Signal	High Volume Corridor	41	D	48	D
8.	Towne Ave & Holt Ave	Signal	High Volume Corridor	51	D	71	E
9.	Reservoir St & Holt Ave	Signal	High Volume Corridor	31	C	34	C
10.	Indian Hill Blvd & Holt Ave	Signal	High Volume Corridor	29	C	33	C
11.	Humane Way & Roselawn Ave	Side-Street Stop	N/A	20	C	>90.0	F
12.	Roselawn Ave & Pomona Blvd	Side-Street Stop	N/A	12	B	11	B
13.	White Ave & Mission Blvd	Signal	Other Area	24	C	33	C
14.	Garey Ave & Mission Blvd	Signal	Pedestrian-Oriented	31	C	34	C
15.	Towne Ave & Mission Blvd	Signal	Other Area	19	B	19	B
16.	Reservoir St & Mission Blvd	Signal	Other Area	20	B	28	C
17.	East End Ave & Mission Blvd	Signal	Other Area	10	A	11	B
18.	Pomona Blvd & West Temple Ave	Signal	Other Area	27	C	32	C
19.	Mission Blvd & Temple Ave	Signal	Other Area	35	D	36	D
20.	Phillips Ranch Rd & Rio Rancho Rd	Signal	Other Area	34	C	24	C
21.	Garey Ave & Philadelphia St	Signal	High Volume Corridor	26	C	25	C
22.	Reservoir St & Philadelphia St	Signal	Other Area	15	B	13	B

Notes:

1. Shaded cells indicate intersections operating below acceptable levels of service.

Source: Fehr & Peers, 2013

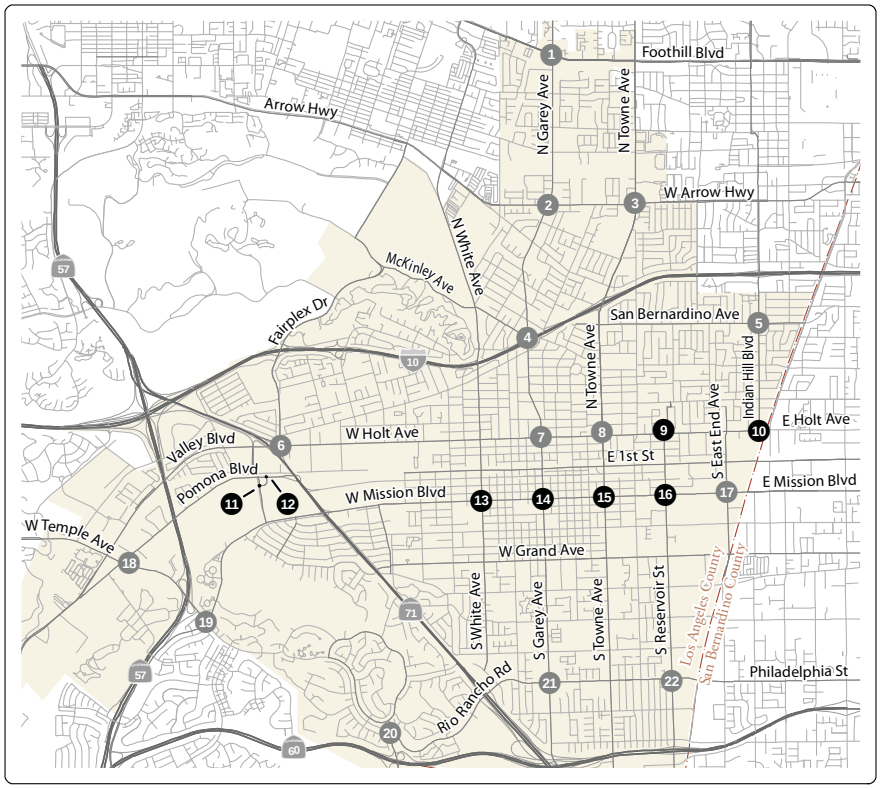




Existing (2012) Peak Hour Traffic Volumes and Lane Configurations

Source: Fehr & Peers March 2013

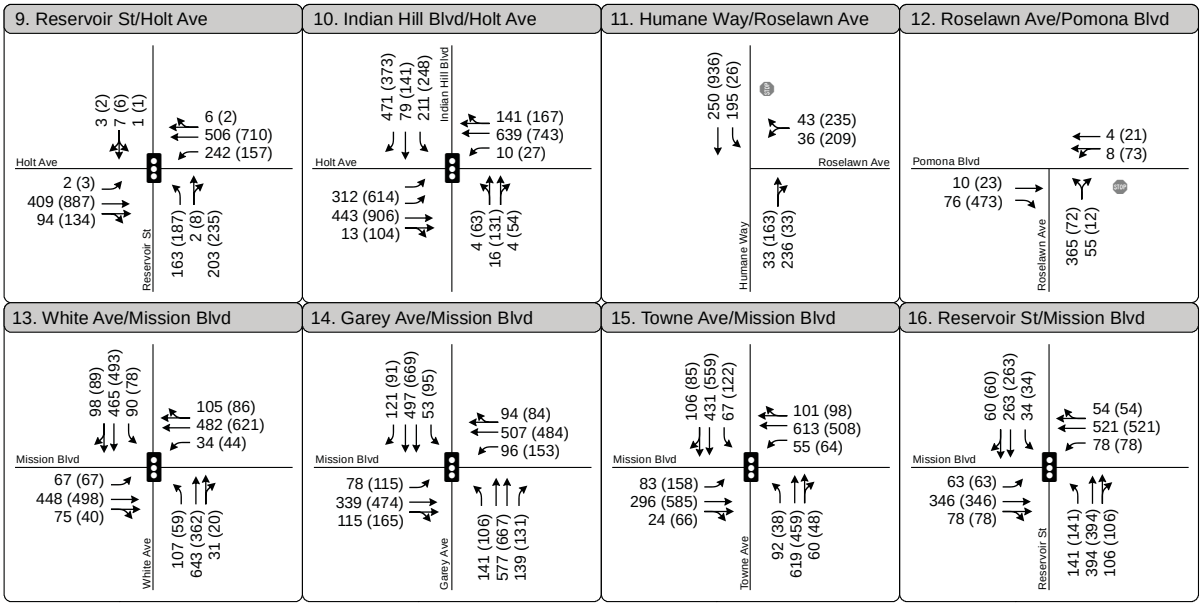
Figure 4.13-1a



LEGEND

- Turn Lane
- AM (PM) Peak Hour Traffic Volume
- Study Intersection
- Study Intersection (See Figures 2A/2C)
- Traffic Signal
- Stop Sign
- City of Pomona
- County Boundary

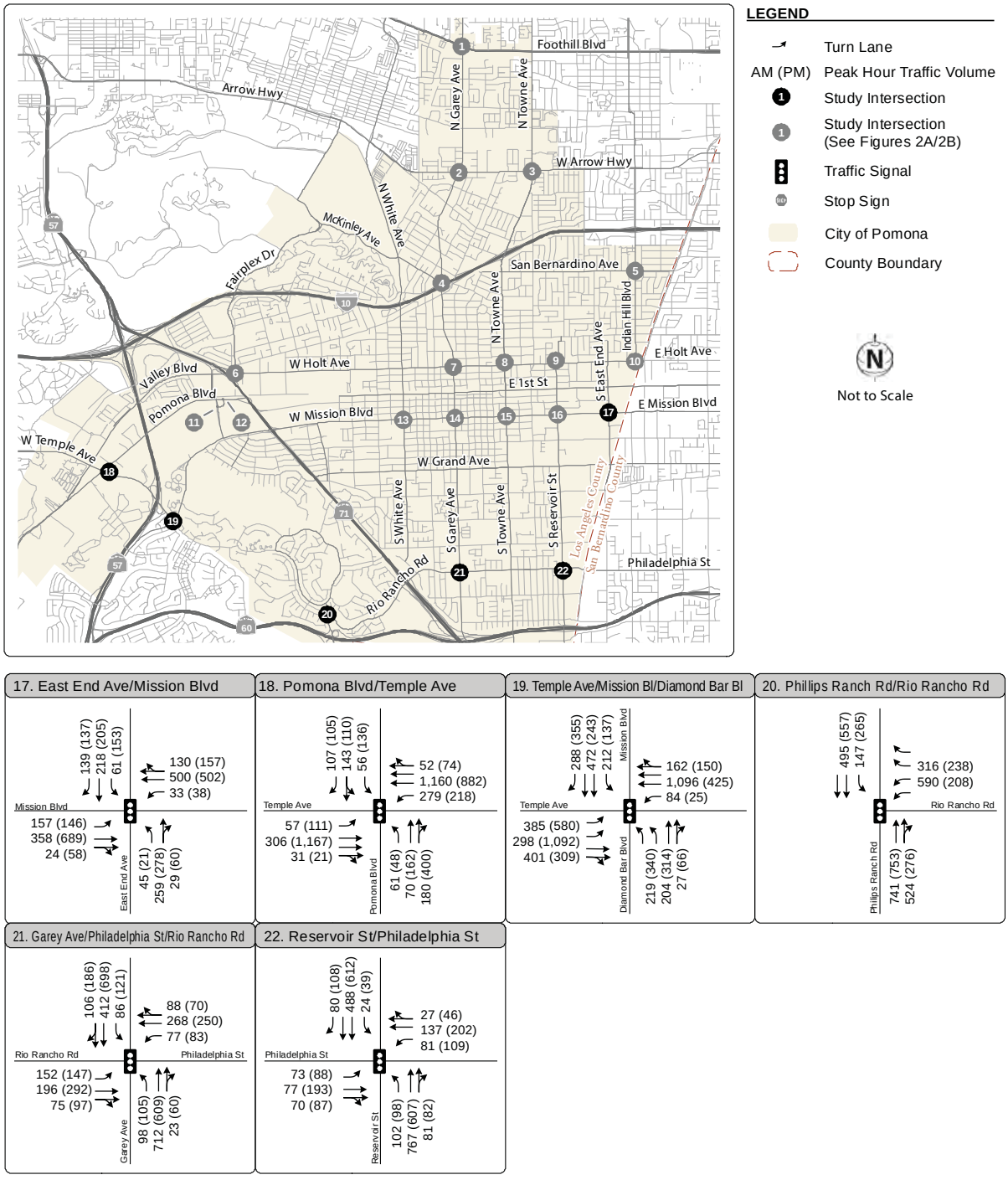
Not to Scale



Existing (2012) Peak Hour Traffic Volumes and Lane Configurations

Source: Fehr & Peers March 2013

Figure 4.13-1b



Existing (2012) Peak Hour Traffic Volumes and Lane Configurations

Source: Fehr & Peers March 2013

Figure 4.13-1c

Roadway Segment Assessment

Existing ADT volumes were compared to the roadway segment daily LOS thresholds in Table 4.13-7 and are summarized in Table 4.13-3 below.

Table 4.13-3 Analyzed Roadway Segment LOS

Roadway	Classification	Number of Lanes	Place Type	ADT	LOS
Village Loop Rd (Mill Valley Rd to North Ranch Rd)	Collector	2	Other	1,280	C or Better
Westmont Ave (Brea Canyon Rd to Buffington St)	Local Street	2	Other	3,578	C or Better
Humane Way (Roselawn Ave to Valley Blvd)	Minor Arterial	3	Other	9,782	C or Better

Source: Draft Pomona General Plan Update, 2011

Congestion Management Program Assessment

The *2010 Congestion Management Program for Los Angeles County* (Metropolitan Transportation Authority, adopted 2010) identifies specific requirements associated with CMP facilities. These requirements include evaluation of CMP-designated facilities using specific methodologies outlined in the CMP. LOS standards for CMP-designated facilities are included in the General Plan Update. As shown in Table 4.13-7 (on page 4.13-15), a standard of LOS E is applied to all CMP facilities in the city.

The level of service at the study CMP segments are summarized in the following tables. Table 4.13-4 summarizes the operations during the AM peak hour. Table 4.13-5 summarizes the operations of study CMP segments during the PM peak hour. As shown in Table 4.13-5, one CMP freeway monitoring location - I-10 at Dudley Street - currently operates below the acceptable level of service, which is LOS E, during the PM peak hour.

Table 4.13-4 CMP Freeway Segment Analysis Existing Conditions, AM Peak Hour

		Mainline Lanes[1] / Capacity[2]		Existing Conditions[3]					
				NB/EB			SB/WB		
CMP Freeway Monitoring Location	City	NB/EB	SB/WB	Demand	D/C	LOS	Demand	D/C	LOS
Interstate 10									
At Dudley St	Pomona	5/10,000	5/10,000	8,000	0.80	D	9,200	0.92	E
West of Indian Hill Blvd	Pomona	5/10,000	5/10,000	7,100	0.71	C	9,700	0.97	E
State Route 57									
South of Jct. Rtes 10/71/60	Pomona	5/10,000	5/10,000	6,200	0.62	B	6,100	0.61	B

Notes: 1. Number of existing freeway mainline lanes per direction
2. Capacity is based on assumed lane utilization of 2,000 passenger cars per lane per hour
3. Capacity, Demand, D/C Ratio and LOS are based on 2010 Congestion Management Program.
- D/C Ratio = demand-to-capacity ratio
- LOS = level of service

Source: 2010 Congestion Management Program for Los Angeles County, Metropolitan Transportation Authority, 2010.

Table 4.13-5 CMP Freeway Segment Analysis Existing Conditions, PM Peak Hour

CMP Freeway Monitoring Location	City	Mainline Lanes[1] / Capacity[2]		Existing Conditions[3]					
				NB/EB			SB/WB		
		NB/EB	SB/WB	Demand	D/C	LOS	Demand	D/C	LOS
Interstate 10									
At Dudley St	Pomona	5/10,000	5/10,000	10,200	1.02	F(0)	8,400	0.84	D
West of Indian Hill Blvd	Pomona	5/10,000	5/10,000	8,700	0.87	D	8,300	0.83	D
State Route 57									
South of Jct. Rtes 10/71/60	Pomona	5/10,000	5/10,000	6,000	0.60	A	6,200	0.62	B

Notes: 1. Number of existing freeway mainline lanes per direction
2. Capacity is based on assumed lane utilization of 2,000 passenger cars per lane per hour
3. Capacity, Demand, D/C Ratio and LOS are based on 2010 Congestion Management Program.
- D/C Ratio = demand-to-capacity ratio
- LOS = level of service

Source: 2010 Congestion Management Program for Los Angeles County, Metropolitan Transportation Authority, 2010.

Table 4.13-6 summarizes the arterial CMP facilities; Foothill Boulevard and Arrow Highway. As shown, both CMP arterial monitoring locations operate at acceptable levels of service, i.e. LOS E or better, during both peak hours.

Table 4.13-6 CMP Arterial Analysis Existing Conditions

Responsible Agency	CMP Route	Cross Street	AM		PM	
			V/C	LOS	V/C	LOS
Pomona	Arrow Hwy	Garey Ave	0.52	A	0.58	A
Pomona	Foothill Blvd	Garey Ave	0.57	A	0.59	A

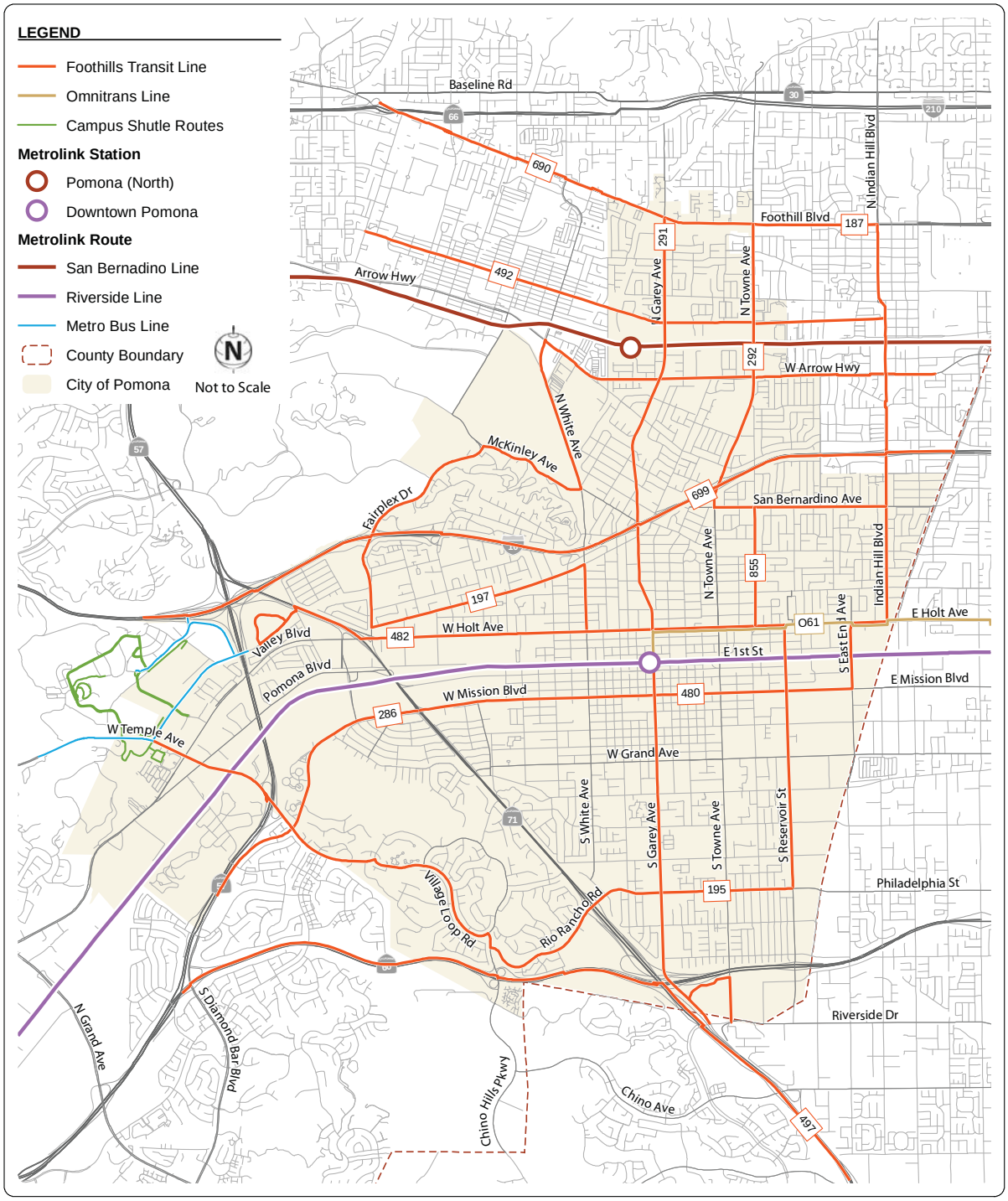
Source: 2010 Congestion Management Program for Los Angeles County, Metropolitan Transportation Authority, 2010.

Existing Transit Facilities

The study area is well serviced by public transportation. Foothill Transit, Omnitrans, and Los Angeles county MTA buses all operate within the city. In addition, there are two Metrolink commuter rail stations, one of which also serves as an Amtrak station. The Cal Poly Pomona Campus is a major destination within the city and offers a shuttle service, the "Bronco Shuttle," to provide connections between major destinations within the campus and the city. Each of these services is described below and Figure 4.13-2 shows the transit services that travel through the city.

Bus Service

Three transit operators provide bus service on a number of routes within the city. Foothill Transit provides the most extensive bus service and most bus lines serve Downtown and the Downtown



Existing Transit Facilities

Source: Fehr & Peers March 2013

Figure 4.13-2

Pomona Transit Center. Several bus routes provide frequent service, with the time between bus arrivals (headways) resulting in frequencies of 10-15 minutes during peak hours. Omnitrans operates one bus route within the city, traveling down Holt Avenue to the Downtown Pomona Transit Center with service every 15 minutes.

Los Angeles County Metropolitan Transportation Authority (MTA) also operates two bus routes within Pomona. Line 484 provides service connecting Downtown Pomona and Cal Poly with Downtown Los Angeles, Union Station, and Cal State Los Angeles with peak headways of 10-15 minutes. Line 490 provides service connecting the Lanterman Development Center with Downtown Los Angeles, Union Station, Mount San Antonio College, and Cal State Los Angeles. Peak headways are approximately every 20 minutes.

Rail Service

Metrolink's Riverside line serves the Downtown Pomona Station, with destinations between Downtown Los Angeles and Riverside. Six trains stop in Pomona daily with trains arriving every 30 minutes during the peak hour and peak direction. In addition, Metrolink's San Bernardino line serves the North Pomona Station, providing both weekday and weekend service, with destinations between Downtown Los Angeles and Downtown San Bernardino. During weekdays, trains arrive every 30 minutes in peak hour and peak direction.

Pomona Campus Shuttle

The Bronco Express shuttle operates four routes on the Cal Poly Pomona campus. Campus shuttle routes cover most of the major on-campus roadways and Camphor Lane, Kellogg West Drive, and Lots K and B. The campus shuttle operates from Monday to Friday with a frequency of 10-15 minutes and varying operating hours depending on the route.

Cal Poly Pomona has enhanced bus stop amenities at several of its transit stops. The amenities include decorative bus shelters, benches, and trash cans. In addition, Cal Poly Pomona has implemented a special system that informs transit patrons of the real-time location and waiting time of the Bronco Express buses. Digital signs at four prominent stops on campus have the bus arrival information. A website complements the bus stop amenities by displaying arrival times at all 32 bus stops on-campus and including a map showing real-time bus locations and arrival times.

The Bronco Link Shuttle service also carries Cal Poly related passengers between the main campus and the Pomona North Station. The service includes two stops on campus and runs twice in the morning and twice in the evening. According to the University, the Bronco Shuttle Link is quicker than the existing local transit lines, as the Shuttle does not stop between the transit stations and Cal Poly Pomona. The Bronco Link Shuttle is a free service for students, faculty, and staff.

Existing Bicycle and Pedestrian Network

Pomona has a grid-based network of streets that provide excellent opportunities to develop a bikeway system. An inventory of existing multi-use paths and on-street bikeway facilities was completed based on the City's data files, project documents provided by City staff, information from the general public, and extensive field visits.

Bikeways can include three distinct types of facilities:

- Class I Shared-Use Paths—these facilities provide a completely separate right-of-way and are designated for the exclusive use of bicycles and pedestrians with vehicle cross-flow minimized.
- Class II Bike Lanes—these facilities provide a restricted right-of-way and are designated for the use of bicycles with a striped lane on a street or highway.
- Class III Bike Routes—these facilities provide a right-of-way designated by signs or pavement markings for shared uses with pedestrians or motor vehicles.

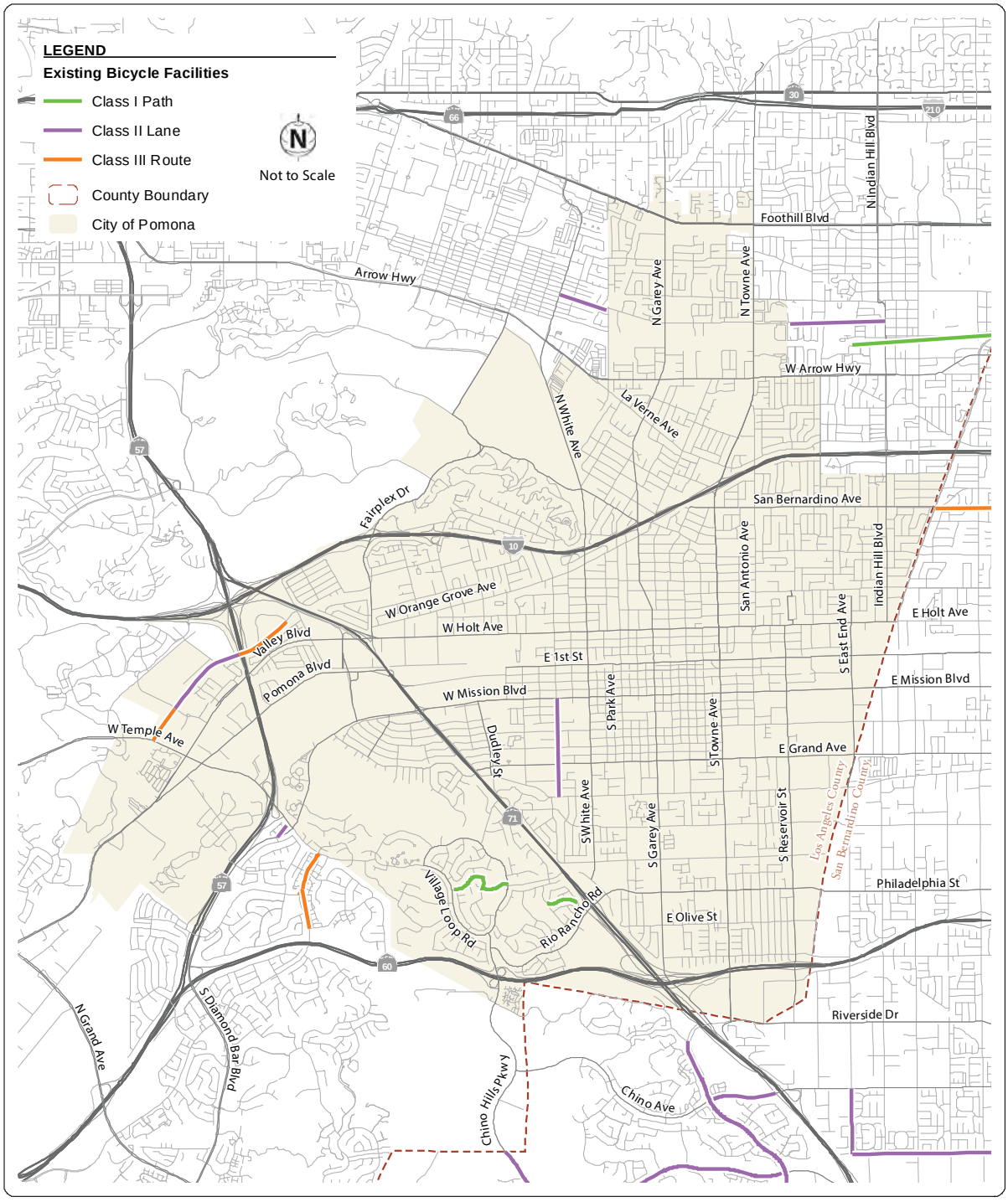
The city currently has approximately 3.28 miles of bikeway facilities, consisting of approximately 2.1 miles of Class I multi-use paths, 1.27 miles of Class II bike lanes, and no miles of Class III bike routes. Figure 4.13-3 shows the existing bicycle facilities within Pomona.

Bicycle parking is present at Pomona's two Metrolink stations, the Pomona Civic Center, and major educational institutions such as Cal Poly Pomona, while limited bicycle parking is present throughout the rest of the city. The city does not currently have a rack placement or rack request program enabling accurate tracking or geographic locating of city-installed racks in the public right-of-way or on other publicly-owned properties.

The 2012 Los Angeles County Bicycle Master Plan proposes two major regional Class I facilities that would pass through Pomona: the Thompson Creek Path, which would travel north-south through the northwestern corner of the city, and the San Jose Creek Trail, which would travel north-south through the western part of the city.

The Citrus Regional Bikeway, which is the Los Angeles County continuation of San Bernardino County's Pacific Electric Trail, would travel through north Pomona parallel to the Metrolink rail tracks, connecting to surface streets in Claremont at its eastern end, continuing west through La Verne and eventually connecting to the San Gabriel River Trail.

Pedestrian facilities throughout Pomona are well developed along most major roadways, and the city has an extensive trail network. However, particularly outside of the central district, gaps in the sidewalk network, long crossing distances on wide arterial roadways, lack of marked crosswalks, and longer blocks with lack of street connectivity often make walking difficult.



Existing Bicycle Facilities

Source: Fehr & Peers March 2013

Figure 4.13-3

4.13.2 Thresholds of Significance

To determine significant impacts, the CEQA guidelines were combined with the City's impact criteria and the CMP impact criteria. The thresholds applied are listed below:

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

  The following would be a significant traffic impact:

  - Implementation of the General Plan Update and/or Corridors Specific Plan degrades operations for study intersections and roadway segments below the thresholds identified in Table 4.13-7 at city intersections.

Table 4.13-7 Motor Vehicle Level of Service Guidelines

	Place Type			
Functional Roadway Classification	***High Volume Vehicle Corridor***	***Pedestrian Oriented District***	***Residential Area***	***All Other Areas***
CMP Roadway	E	E	E	E
Major Arterial	E	E	D	D
Minor Arterial	E	E	C	D
Collector	D	D	C	D
Local	C	D	C	C

Notes: 1. At stop-controlled intersections, the LOS standard would not apply unless signalization is warranted based on warrant standards.
2. Where two streets intersect, the larger facility's LOS guideline shall apply.
3. Congestion management plan (CMP) roadways within Pomona are Foothill Boulevard, Arrow Highway, I-10, SR-57, SR-60, and SR-71. This standard would apply to signalized intersections that include freeway on- or off-ramps.

Source: Draft Pomona General Plan Update, 2011.

- Would the project conflict with an applicable congestion management program (CMP), including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?

  The following would be a significant traffic impact:

  - Implementation of the General Plan Update and/or Corridors Specific Plan degrades operations for CMP facilities from an acceptable LOS E or better to LOS F, or
  - Implementation of the General Plan Update and/or Corridors Specific Plan increases the volume-to-capacity ratio at CMP-designated facilities by 0.02 or more for facilities already operating at LOS F.
- Would the project result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?

- Would the project substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?
- Would the project result in inadequate emergency access?
- Would the project conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?

4.13.3 Project Impacts and Mitigation

Analytic Method

The analysis of intersections employs a methodology based on empirical research conducted by the Transportation Research Board (TRB) and other authorities. Signalized and unsignalized intersection operations were evaluated using methodologies provided in Highway Capacity Manual (HCM) 2000 (TRB), which are considered state-of-the-practice methodologies for evaluating intersection operations and are consistent with the City of Pomona Traffic Impact Study Guidelines requirements.

The City of Pomona Traffic Impact Study Guidelines note that there are several CMP designated facilities within Pomona. These facilities must be evaluated using the criteria and methodologies consistent with the County's CMP requirements. CMP assessment was conducted for all study scenarios.

The CMP roadways within Pomona are Foothill Boulevard, Arrow Highway, I-10, SR-57, SR-60, and SR-71. The guidelines also apply to signalized intersections that include freeway on- or off-ramps.

The Los Angeles County Congestion Management Program (CMP) guidelines specify that certain facilities maintain LOS E or better for acceptable performance. LOS F is therefore considered unacceptable on CMP facilities. CMP facilities include five freeways, Foothill Boulevard, and Arrow Highway within Pomona.

Roadway Segment Assessment

Roadway segment operations, or LOS, were evaluated by comparing the projected traffic volumes to the maximum two-way daily traffic volume identified in the HCM 2000 (TRB). These traffic volumes are shown in Table 4.13-8.

This analysis of traffic impacts uses the proposed General Plan Update's new LOS standards, which vary by roadway type, location, and street context as shown in Table 4.13-7 in Section 4.13.2 (Thresholds of Significance). By establishing LOS guidelines for different Place Types, the City intends to use LOS as a tool to gauge when improvements to intersections or roadways throughout the city may be needed and to begin planning for these improvements. The City's response to congestion in specific locations, as indicated by degrading LOS, will be guided by its traffic congestion management policy.

Table 4.13-8 Roadway Link Daily LOS Thresholds

Facility Type	*C*	*D*	*E*
4-Lane, Multilane Highway [1]	25,300	32,800	36,500
4-Lane Arterial, Divided	19,200	35,400	37,400
4-Lane Arterial, Undivided	17,500	27,400	28,900
3-Lane Arterial [2]	13,600	22,500	23,800
2-Lane Arterial	9,700	17,600	18,700
2-Lane Collector	9,000	11,300	12,500
2-Lane Local	8,200	10,200	11,300

Notes: 1. LOS capacity threshold is for one direction.
2. 3-Lane Arterial capacity derived from average of 2-Lane Arterial and 4-Lane Arterial, Undivided.
- LOS is not achievable due to type of facility.

Sources: Highway Capacity Manual (Transportation Research Board, 2000).
Fehr & Peers, 2012

Analysis Scenarios

To identify significant project impacts, the following scenarios were evaluated for study area intersections and roadway segments as part of the proposed project:

- Existing Year (2012) Traffic Conditions– Consists of existing counts collected in the study area between 2007 and 2012.
- Future Buildout (2035) Plus Project Traffic Conditions – Includes development facilitated by the General Plan Update and Corridors Specific Plan, funded roadway improvement projects identified in the 2012 Southern California Association of Governments (SCAG) Regional Transportation Plan (RTP), and SCAG-projected growth for areas outside of the city based on the SCAG 2012 RTP Travel Demand Forecasting Model.

Peak period intersection counts were conducted from 7:00 to 9:00 AM and 4:00 to 6:00 PM. Some of this data was available from the City. The data was supplemented with new counts on area roadways and area intersections.

For further information regarding the methodology used to create the Future Buildout (2035) Plus Project Traffic Conditions model, see Chapter 3 of the Traffic Impact Analysis included in Appendix D of this EIR.

Project Impacts

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

Impact 4.13-1 **Traffic generated as a result of development facilitated by the proposed General Plan Update and Corridors Specific Plan would degrade operations at a number of intersections to below identified significance thresholds. Impacts would be Class I, *significant and unavoidable.***

Future roadway network lane configurations and traffic volumes were incorporated into the level of service analysis to evaluate future intersection operations. The results are summarized in Table 4.13-9.

Table 4.13-9 Intersection Level of Service – Future (2035) Conditions

Intersection	Control	Place Type	AM Peak		PM Peak	
			Delay	LOS	Delay	LOS
1. Garey Ave & Foothill Blvd	Signal	CMP Roadway	61	E	59	E
2. Garey Ave & Arrow Hwy	Signal	CMP Roadway	50	D	> 90	F
3. Towne Ave & Arrow Hwy	Signal	CMP Roadway	50	D	> 90	F
4. Garey Ave & McKinley Ave & I-10	Signal	CMP Roadway	65	E	> 90	F
5. Indian Hill Blvd & San Bernardino Ave	Signal	CMP Roadway	32	C	59	E
6. Fairplex Dr & Holt Ave	Signal	CMP Roadway	52	D	91	F
7. Garey Ave & Holt Ave	Signal	High Volume Corridor	33	C	56	E
8. Towne Ave & Holt Ave	Signal	High Volume Corridor	31	C	57	E
9. Reservoir St & Holt Ave	Signal	High Volume Corridor	22	C	73	E
10. Indian Hill Blvd & Holt Ave	Signal	High Volume Corridor	25	C	43	D
11. Humane Way & Roselawn Ave	Side-Street Stop	N/A	> 90	F	> 90	F
12. Roselawn Ave & Pomona Blvd	Side-Street Stop	N/A	54	F	37	E
13. White Ave & Mission Blvd	Signal	Other Area	20	C	30	C
14. Garey Ave & Mission Blvd	Signal	Pedestrian-Oriented	30	C	52	D
15. Towne Ave & Mission Blvd	Signal	Other Area	12	B	22	C
16. Reservoir St & Mission Blvd	Signal	Other Area	10	B	32	C
17. East End Ave & Mission Blvd	Signal	Other Area	14	B	18	B
18. Pomona Blvd & West Temple Ave	Signal	Other Area	> 90	F	> 90	F
19. Mission Blvd & Temple Ave	Signal	Other Area	> 90	F	> 90	F
20. Phillips Ranch Rd & Rio Rancho Rd	Signal	Other Area	63	E	88	F
21. Garey Ave & Philadelphia St	Signal	High Volume Corridor	45	D	> 90	F
22. Reservoir St & Philadelphia St	Signal	Other Area	20	C	36	D

Notes:
1. Shaded cells indicate intersections operating below acceptable levels of service.

Source: Fehr & Peers, 2013

As shown, the following intersections are expected to operate unacceptably with future lane configurations identified as part of the proposed General Plan Update and Corridors Specific Plan:

- Garey Avenue / Arrow Highway
- Towne Avenue / Arrow Highway
- Garey Ave / McKinley Ave & I-10
- Fairplex Drive / Holt Avenue / SR-71 Freeway Ramps
- Humane Way / Roselawn Avenue
- Roselawn Avenue / Pomona Avenue

- Pomona Boulevard / West Temple Avenue
- Mission Boulevard / Temple Avenue
- Phillips Ranch Road / Rio Rancho Road
- Garey Avenue / Philadelphia Street

Mitigation measures to address impacts at these intersections are provided at the end of this section, with the exception of the intersection of Pomona Boulevard and West Temple Avenue. No feasible mitigation measures are available to address impacts at that intersection. Therefore, this impact would be **significant and unavoidable**.

Impact 4.13-2 **Traffic generated as a result of development facilitated by the proposed General Plan Update and Corridors Specific Plan would not degrade operations at the analyzed roadway segments to below identified significance thresholds. Impacts would be Class III, *less than significant.***

Existing ADT volumes were compared to the roadway segment daily LOS thresholds in Table 4.13-7 and are summarized in Table 4.13-10.

Table 4.13-10 Analyzed Roadway Segment LOS

Roadway	*Classification*	*Number of Lanes*	*Place Type*	*ADT*	*LOS*	*ADT*	*LOS*
Village Loop Rd (Mill Valley Rd to North Ranch Rd)	Collector	2	Other	1,280	C or Better	260	C or Better
Westmont Ave (Brea Canyon Rd to Buffington St)	Local Street	2	Other	3,578	C or Better	7,600	C or Better
Humane Way (Roselawn Ave to Valley Blvd)	Minor Arterial	3	Other	9,782	C or Better	21,800	D

Source: Draft Pomona General Plan Update, 2011

The roadway segment assessment shows that all three roadways will operate at an acceptable LOS and therefore, impacts would be **less than significant**. However, LOS does not completely describe conditions related to traffic volumes in this area. The specifics about each of these roadways, and how traffic changes on them, are described in further detail below:

- Village Loop Road (Mill Valley Road to North Ranch Road) – Traffic volumes would decline by approximately 1,000 ADT on this segment. This is primarily due to the elimination of the North Ranch Road and Old Pomona Road connections to SR 71 (that currently exists) with the SR 71 freeway project.
- Westmont Avenue (Brea Canyon Road to Buffington Street) – Traffic volumes are projected to more than double on this roadway segment. This is anticipated due to the removal of the West Phillips Drive Connection to SR 71 with the freeway project, which will force the majority of the traffic generated in the neighborhood to utilize this access point. While this impact is less than significant, mitigation measures to further reduce this impact are provided at the end of this section.

- Humane Way (Roselawn Avenue to Valley Boulevard) – Traffic volumes on this segment are expected to more than double. This is primarily due to the amount of development anticipated to the west on Pomona Boulevard (such as the Lanterman area) and the reduced accessibility to SR-71. This facility will continue to operate acceptably as a 3-lane facility.

Threshold	Would the project conflict with an applicable congestion management program (CMP), including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?

Impact 4.13-3 **Under future conditions with implementation of the General Plan Update and Corridors Specific Plan, three CMP facilities - two freeway segments and one intersection - would operate at unacceptable levels of service. Impacts would be Class I, *significant and unavoidable*.**

The 2010 Congestion Management Program for Los Angeles County (Metropolitan Transportation Authority, adopted 2010) identifies specific requirements associated with CMP facilities. These requirements include evaluation of CMP-designated facilities using specific methodologies outlined in the CMP.

The level of service at the study CMP segments are summarized in the following tables. Table 4.13-11 summarizes the operations during the AM peak hour. Table 4.13-12 summarizes the operations of study CMP segments during the PM peak hour.

As shown in Tables 4.13-11 and 4.13-12, the analysis indicates that forecast growth facilitated by the General Plan Update and Corridors Specific Plan and regional growth would degrade operations at two CMP freeway segments to an unacceptable LOS F:

- I-10, West of Indian Hill Boulevard (AM Peak Hour) - currently operates at LOS E and traffic growth facilitated by the General Plan Update and Corridors Specific Planwould degrade operations to LOS F(0).
- I-10, at Dudley Street (PM Peak Hour) – currently operates at LOS F(0) with a volume-to-capacity ratio of 1.02; traffic growth facilitated by the General Plan Update and Corridors Specific Plan would increase the volume-to-capacity ratio to 1.04.

Table 4.13-11 CMP Freeway Segment Analysis Future Conditions, AM Peak Hour

		Mainline Lanes[1] / Capacity[2]		*Existing Conditions[3]*					
				NB/EB			*SB/WB*		
CMP Freeway Monitoring Location	*City*	*NB/EB*	*SB/WB*	*Demand*	*D/C*	*LOS*	*Demand*	*D/C*	*LOS*
Interstate 10									
At Dudley St	Pomona	5/10,000	5/10,000	9,000	0.90	E	9,600	0.96	E
West of Indian Hill Blvd	Pomona	5/10,000	5/10,000	8,400	0.84	D	10,000	1.00	F(0)

Table 4.13-11 CMP Freeway Segment Analysis Future Conditions, AM Peak Hour

CMP Freeway Monitoring Location	City	Mainline Lanes[1] / Capacity[2]		Existing Conditions[3]					
				NB/EB			SB/WB		
		NB/EB	SB/WB	Demand	D/C	LOS	Demand	D/C	LOS
State Route 57									
South of Jct. Rtes 10/71/60	Pomona	5/10,000	5/10,000	7,000	0.70	C	8,100	0.81	D

Notes: 1. Number of existing freeway mainline lanes per direction
2. Capacity is based on assumed lane utilization of 2,000 passenger cars per lane per hour
3. Capacity, Demand, D/C Ratio and LOS are based on 2010 Congestion Management Program.
- D/C Ratio = demand-to-capacity ratio
- LOS = level of service
- Shaded cells indicate unacceptable operations.

Source: 2010 Congestion Management Program for Los Angeles County, Metropolitan Transportation Authority, 2010.

Table 4.13-12 CMP Freeway Segment Analysis Future Conditions, PM Peak Hour

CMP Freeway Monitoring Location	City	Mainline Lanes[1] / Capacity[2]		Existing Conditions[3]					
				NB/EB			SB/WB		
		NB/EB	SB/WB	Demand	D/C	LOS	Demand	D/C	LOS
Interstate 10									
At Dudley St	Pomona	5/10,000	5/10,000	10,400	1.04	F(0)	9,400	0.94	E
West of Indian Hill Blvd	Pomona	5/10,000	5/10,000	9,000	0.90	E	9,000	0.90	E
State Route 57									
South of Jct. Rtes 10/71/60	Pomona	5/10,000	5/10,000	6,500	0.65	B	7,800	0.78	C

Notes: 1. Number of existing freeway mainline lanes per direction
2. Capacity is based on assumed lane utilization of 2,000 passenger cars per lane per hour
3. Capacity, Demand, D/C Ratio and LOS are based on 2010 Congestion Management Program.
- D/C Ratio = demand-to-capacity ratio
- LOS = level of service
- Shaded cells indicate unacceptable operations.

Source: 2010 Congestion Management Program for Los Angeles County, Metropolitan Transportation Authority, 2010.

Table 4.13-13 summarizes the arterial CMP facilities, Foothill Boulevard and Arrow Highway. As shown, growth facilitated by the General Plan Update and Corridors Specific Plan would degrade the LOS at the Gary Avenue/Arrow Highway intersection to F, an unacceptable level for CMP-designated facilities. This intersection currently operates at an acceptable LOS D.

Table 4.13-13 CMP Arterial Analysis Future Conditions

Responsible Agency	CMP Route	Cross Street	AM		PM	
			V/C	LOS	V/C	LOS
Pomona	Arrow Hwy	Garey Ave	0.84	D	1.11	F
Pomona	Foothill Blvd	Garey Ave	0.76	C	0.69	B

Source: 2010 Congestion Management Program for Los Angeles County, Metropolitan Transportation Authority, 2010.

The impacts to the Garey Avenue/Arrow Highway intersection would be potentially significant and mitigation to address these is included at the end of this section. However, because freeway facilities are controlled by Caltrans, the City cannot guarantee implementation of any capacity improvements to these segments. As such, impacts to CMP freeway segments would be **significant and unavoidable.**

Threshold	Would the project result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?

Impact 4.13-4 **The proposed General Plan Update and Corridors Specific Plan would not affect air traffic patterns. Impacts would be Class III, *less than significant*.**

There are no airports within Pomona. The nearest airports are Brackett Field, located in the city of La Verne near the northwestern border with Pomona, Ontario International Airport, located approximately six miles east of Pomona, Cable Airport, located approximately 2 miles northeast of Pomona, and Chino Airport, located approximately seven miles southeast from Pomona.

The proposed General Plan Update and Corridors Specific Plan would not interfere with or alter air traffic patterns in or near Pomona. This impact would be **less than significant**.

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

Impact 4.13-5 **Due to the programmatic natures of the proposed General Plan Update and Corridors Specific Plan, these two Plans would not substantially increase hazards due to a design feature or incompatible uses. Impacts would be Class III, *less than significant*.**

There are no site-specific project plans at this time, so project layouts, driveway locations, land use types, or intensities are unknown. Without such detail, it is not possible, using available traffic analysis procedures, to estimate some types of impacts.

The City currently has design standards in place that all future facilities will be required to meet. In addition, several of the policies and development guidelines included in the General Plan Update and Corridors Specific Plan documents are aimed at improving safety, such as through median installation, enhanced crosswalks for pedestrians or the installation of bicycle lanes or wide curb lanes to enhance circulation for bicyclists.

In addition, currently designated truck routes, as shown in the City's General Plan, were reviewed. No significant impacts as a result of existing routes were identified, though it is recommended that several truck routes be removed as they do not connect to any specific industrial uses nor is it suitable for regional truck traffic. Impacts would therefore be **less than significant**.

Threshold	Would the project result in inadequate emergency access?

Impact 4.13-6 **Implementation of the proposed General Plan Update and Corridors Specific Plan would not result in inadequate emergency access for all projects, given compliance with applicable local and State requirements regarding adequate emergency access. Impacts would Class III, *less than significant*.**

The General Plan Update and Corridors Specific Plan are programmatic documents and do not inherently represent project-specific components. As such, the Plans would not result in inadequate emergency access. Projects processed under the proposed General Plan Update and Corridor Specific Plan would be required to meet all applicable local and State regulatory standards for adequate emergency access, including the Uniform Building Code (UBC), the California Building Code (CBC), and the Uniform Fire Code. Additionally, projects would be required to comply with applicable Municipal Code and Fire Code requirements regarding emergency access. Any development or improvement processed under these plans will be reviewed by the City Emergency Services Departments to ensure compliance with these requirements and provision of adequate emergency access. Impacts would therefore be **less than significant**.

Threshold	Would the project conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?

Impact 4.13-7 **Implementation of the General Plan Update, Corridors Specific Plan and ATP would be expected to generally enhance the use of alternative transportation modes, including transit, bicycling, and walking. Impacts related to alternative transportation are considered Class III, *less than significant*.**

The Mobility and Access Component contains proposed goals and policies that encourage alternative modes of transportation, use of intelligent transportation systems, and transportation demand management (TDM).

A goal of the General Plan Update is to "Promote a multi -modal transportation system that serves and is served by the future City structure, as illustrated in the Pomona Tomorrow General Plan diagram." The General Plan Update includes a range of policies aimed at enhancement of alternative transportation mode opportunities throughout the city. These are listed under the headings Public Transit, Pedestrian Circulation and Bicycle Circulation in Volume 8 (Implementation) of the proposed General Plan Update and are also listed at the end of this section. For example, the Policy 7D.P9 calls for preparation of an Active Transportation Plan, the draft of which is included as part of the proposed project, to improve neighborhood connectivity for bicycles, pedestrians, and neighborhood electric vehicles (NEV), including through:

- Identification of arterial routes suitable for NEVs with and without capital enhancements;
- Reduction of pavement widths to prioritize pedestrians, bicycle movement, and transit, where appropriate;
- Provision of continuous and consistent street tree planting;
- Provision of sidewalks on both sides of the street (except in hillside areas);
- Minimization and consolidation of curb cuts;

- Shortening or subdivision of blocks to allow for ease of pedestrian circulation; and
- Encouraging the use of alleys as part of a comprehensively designed neighborhood pattern of streets.

In addition, the City plans to pursue rail improvements in Pomona, such as removal of at-grade crossings to enhance safety, while at the same time supporting the expansion of existing regional transit (bus and light rail) and development of a statewide high speed rail network. The City will also consider reducing parking ratios appropriately and promoting alternative transportation demand management tools. The City will also consider building public use parking structures in TOD districts such as Downtown and around the North Metrolink station to support these reduced parking requirements and catalyze higher density development while still providing adequate parking for customers, visitors, workers, and residents. The City will also consider installation of crosswalk treatments and pedestrian refuges at intersections, improvements to the sidewalk network, provision of integrated bicycle parking and support facilities, and addition to the bicycle network to encourage bicycling and walking as methods of transportation as outlined in the ATP.

Given the above, implementation of the General Plan Update, Corridors Specific Plan and ATP would be expected to generally enhance the use of alternative transportation modes, including transit, bicycling, and walking and impacts to alternative transportation would be **less than significant**.

Proposed General Plan Update Goals and Policies

Mobility and Access Component

The Mobility and Access Component of the proposed General Plan Update includes policies that would address issues related to traffic and circulation as well as use of alternative transportation modes. The policies that are most relevant are included below.

Regional Transportation

7D.G1 Distribute vehicular, transit, bicycle, and pedestrian traffic appropriately throughout the City.

7D.G2 Strengthen Pomona's position as an important regional center through quality transportation planning.

7D.G3 Support regional efforts to the extent feasible, to reduce greenhouse gas (GHG) emissions from cars and light trucks.

7D.G4 Monitor congestion on the five (5) freeways serving Pomona and control spillover traffic from freeways onto City streets.

7D.G5 Minimize the impacts of freeways on the quality of life of Pomona's residents.

7D.G6 Support the expansion of existing regional transit (bus and light rail) and development of a statewide high-speed rail network.

7D.P1 Support regional planning efforts, to the extent feasible, that place a strong emphasis on maximizing the efficiency of existing transportation facilities and promoting increased density of development within existing transportation corridors and immediately around station areas.

7D.P2 Collaborate with regional transportation planning and transit agencies to plan for the efficient allocation of transportation resources.

7D.P3 Work with regional agencies to proactively plan future improvements and achieve timely implementation of programmed freeway and interchange improvements.

7D.P4 Pursue rail improvements in Pomona, such as the removal of at-grade crossings, which will enhance safety and reduce rail related delays.

7D.P5 Promote improvements to the regional connectivity of the existing rail network to provide alternatives to the automobile for Pomona residents to access regional destinations, such as Downtown Los Angeles or the region's airports.

7D.P6 Support increased and more reliable funding for Metrolink and regional bus service to increase the frequency of service and the number of stations on lines serving Pomona and adjacent communities.

7D.P7 Actively participate in California high-speed rail network planning to preserve the option of a station in Pomona.

7D.P8 Develop a master street layout that promotes short blocks and better connections throughout the City's neighborhoods, and require individual developments to incorporate these into their layout.

Local/City wide Transportation

7D.G7 Promote a multi -modal transportation system that serves and is served by the future City structure, as illustrated in the Pomona Tomorrow General Plan diagram.

Street System

7D.G8 Maintain a safe, efficient, and coherent system of both motorized and active, non-motorized circulation.

7D.G9 Expand the choices of available transportation modes to effectively increase the freedom of movement for Pomona's residents and reduce reliance on the automobile.

7D.G10 Develop beautiful, livable, safe, and multi -modal streets that are flattering to the City's identity.

7D.G11 Use context sensitive design principles to encourage desirable and compatible land use patterns.

7D.G12 Balance the need to ensure efficient motor vehicle circulation with goals related to quality of life, neighborhood preservation and community development.

7D.G13 Promote transportation access and connectivity between neighborhoods, Downtown, and activity centers.

7D.P9 Prepare an Active Transportation Plan to improve neighborhood connectivity for bicycles, pedestrians, and neighborhood electric vehicles (NEV).

- Identify arterial routes suitable for NEVs with and without capital enhancements.
- Minimize pavement widths (curb to curb) to the minimum necessary to ensure traffic flow and safety, to discourage speeding through residential neighborhoods and to prioritize pedestrians, bicycle movement, and transit where appropriate.
- Provide continuous and consistent street tree planting along parkways or within individual neighborhoods.
- Provide sidewalks on both sides of the street (except in hillside areas);
- Minimize and consolidate curb cuts, especially in residential neighborhoods, emphasizing continuous, unbroken curb lengths.
- Shorten or subdivide the length of blocks with vehicular or pedestrian connections to allow for ease of pedestrian circulation.
- Encourage the use of alleys as part of a comprehensively designed neighborhood pattern of streets, providing additional connectivity through the neighborhood and the opportunity to locate garages off of neighborhood streets. Where alleys are present, enforce off -street garage placement by prohibiting curb cuts and garage entrances from neighborhood streets. [note: the draft ATP is included as part of the proposed project]

7D.P10 Require proposed development to implement or fund capital improvements to 1) maintain sidewalks, roadway paving, and landscaping 2) implement streetscape design improvements, and 3) accommodate growth with an emphasis on reduced reliance on the automobile.

7D.P11 Investigate the feasibility of creating a special assessment district or value sharing arrangement to fund capital improvements related to traffic calming, active transportation, and transit.

7D.P12 Collect and maintain up to date traffic counts and accident data for all transportation modes to identify necessary congestions and safety improvements where applicable.

7D.P13 Develop a Citywide Intelligent Transportation Systems (ITS) plan to maximize the efficiency of the transportation system through advanced technologies, such as adaptive signal controls, CCTV cameras, real-time transit information and real-time parking availability.

7D.P14 Consider re-classifying designated truck routes (as shown in Fig.7-D.12) to minimize impacts on residential neighborhoods from truck movement and overnight parking

7D.P15 Use the Motor Vehicle Level of Service (LOS) Guidelines (Fig.7-D.9) and the Traffic Congestion Management Policy (Fig.7-D.10) to pursue efficient, balanced, multi - modal circulation.

7D.P16 Pursue stable, permanent funding sources to implement roadway, paving, and intersection improvements where needed in order to ensure and maintain adequate, safe circulation on the City's street system.

7D.P17 Ensure that new developments provide an integrated pattern of streets and pedestrian paths that provide connections between neighborhoods. As part of the City's Subdivision Ordinance, establish street connectivity requirements that:

- Discourage gated entrances and restricted public access to subdivision/ residential streets;
- Provide street and pedestrian connections to adjacent areas to enable more efficient movement throughout the City. Avoid single-point-access neighborhoods and cul-de-sacs;
- Align streets with existing arterials and collector streets in adjacent areas; and
- Limit block lengths to no more than 500 feet and encourage four-way intersections to increase accessibility and connectivity.

7D.P18 Prepare and adopt "green" street standards, and incorporate these practices in the design and construction of City streets.

Traffic Calming

7D.G14 Minimize the negative impacts of motor vehicle traffic on residential neighborhoods where appropriate.

7D.G15 Preserve the livability of and increase the safety in residential areas while protecting neighborhood connectivity and basic accessibility.

7D.P19 Formalize traffic calming efforts under a comprehensive Neighborhood Traffic Management Program to improve the safety and livability of collector and local street types and identify neighborhoods where traffic conditions may indicate the need for traffic calming measures.

- Design traffic calming solutions that accommodate safe alternative transportation modes.

7D.P20 Establish gateway corridor design features that promote safe and efficient traffic flow into and out of Pomona.

7D.P21 Design traffic calming solutions that accommodate safe circulation for all transportation modes and maintain or increase street connections. Traffic calming measures include:

- Lane removal ("road diets") on streets with excess capacity. Portions of the following streets may be potential candidates for "road diets" based on existing

traffic volumes: 1) 9th St. 2) Bonita Ave. 3) East End Ave. 4) Fairplex Dr. 5) Garey Ave. 6) Mission Blvd. 7) Orange Grove Ave. 8) Philadelphia St. 9) Rio Rancho Rd. 10) San Antonio Ave. 11) Temple Ave. 12) Towne Ave. 13) White Ave.

- Narrowing travel lanes and allowing on-street parking;
- Using different paving materials at pedestrian crosswalks;
- Planting street trees and other vegetation along the street edge;
- Building corner and mid-block bulb-outs;
- Installing center medians, traffic islands, or traffic circles;
- Installing stop and/or yield signage;
- Installing speed bumps (as a last resort, to minimize impacts on safety and vehicle access).

Public Transit

7D.G16 Encourage the use of public transportation, especially for commute trips, and increase Citywide transit ridership.

7D.G17 Adopt land use policies that emphasize transit oriented development near existing or planned transit corridors.

7D.G18 Make transit centers and facilities more visible and accessible throughout the community.

7D.P22 Prepare a Public Transportation Masterplan to establish a framework for coordinating with transit operators and agencies to address:

- Transit and transportation network/facility improvements
- Transit routes and headways
- Funding sources and shared responsibility for improvements

7D.P23 Pursue funding sources for local transit operating costs and improvements.

7D.P24 Work with transit operators to establish and maintain ridership and on-time performance targets.

7D.P25 Continue to support Downtown Pomona as a transit and pedestrian-oriented district.

7D.P26 Work with transit operators and private developers to provide amenities such as benches, shelters, lighting, and bus arrival information at bus stops and consider the needs of seniors and persons with disabilities.

7D.P27 Coordinate transit improvement efforts among the various transit providers.

7D.P28 Support efforts for transit oriented development in Downtown Pomona, near both Metrolink stations and at the Fairplex and Lanterman sites.

7D.P29 Work with Metrolink to monitor the potential for increased service and promote development of additional stations in Pomona near the Lanterman Center and the Fairplex.

7D.P30 Collaborate with Cal Poly to promote measures to enhance transit access and service at the campus.

7D.P31 Require site designs that complement transit stops and pedestrian linkages nearby.

7D.P33 Identify ways to improve vehicular and pedestrian access to the North Pomona Metrolink Station.

Pedestrian Circulation

7D.G19 Improve pedestrian safety and comfort along City streets, particularly in residential neighborhoods and areas where significant pedestrian activity is envisioned as identified in Section. 6 Pomona Tomorrow [of the General Plan Update].

7D.G20 Foster walkable and accessible street environments that connect Pomona's many unique neighborhoods and districts

7D.P34 Develop an Active Transportation Plan that provides guidelines for public corridors, crosswalks, pathways and stairs, as well as policies for pedestrian improvement projects and priorities. [note: the draft ATP is included as part of the proposed project]

7D.P35 Create pedestrian- and bicycle-only mid-block cut-throughs to enhance neighborhood interconnectivity where street connections are limited due to existing cul-de-sac or dead-end conditions, grade separations, property ownership, or topographical challenges.

7D.P36 When designing streetscape and circulation improvements, balance pedestrian needs with the needs of other transportation modes and put a higher priority on pedestrian facilities in areas of high pedestrian activity such as in Downtown, Neighborhood Centers, Transit Oriented Districts and near school sites.

7D.P37 Conduct an inventory of key pedestrian facilities and routes to identify missing or deficient links, pedestrian crossings or intersections, and focusing initially on transit and pedestrian oriented districts.

7D.P38 Improve pedestrian crosswalks at street intersections and highlight midblock crosswalks.

- Visually highlight crosswalks through a change in paving material, lighting, signage, and/or signalization.
- Provide pedestrian refuges on very wide roadways where possible.
- Maintain existing small blocks and limit new block sizes with maximum block size regulations in the Zoning Ordinance.

- Provide mid-block crosswalks in high pedestrian traffic districts with long block faces.

7D.P39 Prioritize need and establish funding for completing gaps in the sidewalk system, improving street crossings and installing curb ramps where needed to meet ADA specifications.

7D.P40 Integrate pedestrian projects into the Capital Improvement Program and consider opportunities to make pedestrian improvements concurrently with other roadway improvements.

7D.P41 Develop guidelines and standards for the design of pedestrian facilities and establish pedestrian-friendly residential and commercial design guidelines.

7D.P42 Review and update the City's street design standards to address pedestrian friendly street designs such as maximum lane widths, maximum curb radii, minimum pedestrian illumination levels, detached sidewalks, dual left turn lanes at intersections, pedestrian refuge islands, and curb ramp standards.

7D.P43 Continue to participate in and implement recommendations of the Safe Route to Schools program.

7D.P44 Establish a Pedestrian Safety Program that provides pedestrian educational materials and a regularly updated pedestrian safety report.

7D.P45 Allocate funds and/or identify funding sources (including the potential formation of assessment districts) for pedestrian and streetscape improvements in existing neighborhoods.

7D.P46 Require pedestrian site access for all new development and identify missing elements during the development review process.

7D.P47 Designate a Citywide Active Transportation Coordinator.

Bicycle Circulation

7D.G21 Develop a comprehensive bicycle network that connects local and regional commuter and recreation routes.

7D.G22 Establish realistic bikeway usage goals in concert with SCAG's Regional Transportation Plan

7D.G23 Ensure bicycle safety through engineering, education and enforcement programs.

7D.G24 Require new development or redevelopment to provide bicycle parking where appropriate and ensure it is located in safe, prominent locations.

7D.P48 Develop an Active Transportation Plan to establish potential bikeway corridors, prioritize improvements and qualify for state bicycle funding. [note: the draft ATP is included as part of the proposed project]

7D.P49 Create pedestrian- and bicycle-only cut-throughs to supplement shorter blocks and enhance neighborhood interconnectivity where street connections are limited due to existing cul-de-sac or dead-end conditions, grade separation, property ownership or topographical challenges.

7D.P50 Implement the Active Transportation Plan including installation of marked, on-street bike lanes such as along the potential bike routes identified on Fig.7-D.16 Conceptual Bikeway Network.

7D.P51 Integrate bicycle facility features from the Active Transportation Plan into new development projects as a condition of approval.

7D.P52 Expand on the existing Bicycle Safety Program including bicycling educational materials and a regularly updated bicycle safety report.

7D.P53 Consider bicycle traffic, bicycle usability, and bicycle safety when designing vehicle detection systems for signal operation.

7D.P54 Designate a Citywide Active Transportation Coordinator.

7D.P55 Develop guidelines and standards for the design of bicycle facilities, including secure long-term bicycle parking.

7D.P56 Evaluate the feasibility of lane removal ("road diets") on streets with excess capacity as a means for implementing bike lanes.

7D.P57 When designing streetscape and circulation improvements, balance bicycle needs with the needs of other transportation modes.

Transportation Demand Management

7D.G25 Use transportation demand management (TDM) tools on a Citywide basis to encourage and create incentives for the use of alternate travel modes for various project sizes and land uses.

7D.P58 Encourage existing major employers to develop and implement Transportation Demand Management programs to reduce peak-period trip generation.

7D.P59 Develop scalable TDM solutions for new development based upon land use types and site features.

7D.P60 Assign trip reduction credits and reduced transportation impact fees for demonstrated commitment to TDM strategies.

7D.P61 Study the feasibility of a Citywide TDM program that would be funded by annual fees on new development.

7D.P62 Assign a proportion of TDM fees for expansion of transit service.

7D.P63 Establish a TDM program for City of Pomona employees.

7D.P64 Collaborate with Cal Poly to minimize the impact of future enrollment growth on local traffic and parking demand, such as through TDM and parking measures.

Parking

7D.G26 Align the amount of parking available and the amount of parking provided by new development with the real pattern of anticipated parking demand.

7D.G27 Maximize shared parking opportunities.

7D.G28 Ensure that parking facilities do not have a negative impact on the physical experience and character of Pomona's neighborhoods, districts, and corridors.

7D.P65 Reduce parking requirements for mixed-use developments and for developments providing shared parking or a TDM program.

7D.P66 Revise parking standards to encourage and facilitate alternative transportation modes by employing the following:

- Reduced parking requirements for mixed-use and transit oriented developments.
- Mechanical parking systems and compact, NEV, or motorcycle spaces to reduce parking footprints.
- Requirements for preferential parking for carpoolers.
- Bicycle parking requirements/lockers/showers for large developments.

7D.P67 Avoid the appearance of a "sea of asphalt" in surface parking lot design and maximize shading with large trees planted throughout parking areas.

7D.P68 Provide preferential or free on-street parking in selected areas for designated carpools.

7D.P69 Through a combination of public and private funding, plan and construct shared parking structures in strategic locations in Transit Oriented Districts (especially Downtown) to support increased densities, reduced parking requirements, and adequate parking availability for residents, workers, and visitors alike.

Mitigation Measures

As discussed above, a number of intersections were identified as operating unacceptably under Future Conditions. Figure 4.13-4 identifies the intersection improvements that would be required to satisfy the LOS significance criteria for all intersections except the intersection of Pomona Blvd and W. Temple Ave. In addition, the following mitigation measures would be required:

MM T-1 Add Figure 4.13-4 of the EIR and the following policy to the General Plan Update: *Work with future developers to implement the improvements identified in Figure 4.13-4 of the EIR for the General Plan Update and Corridors Specific Plan.*

MM T-2 Update the Active Transportation Plan at the Garey Avenue/Arrow Highway and Garey Avenue/Philadelphia Street intersections to match the Recommended Future Roadway Improvement lane configurations shown in Figure 4.13-4.

The following mitigation measure is recommended to further reduce the already less than significant impact to the Westmont Ave roadway segment as a result of completion of the SR-71 project (which removes the West Phillips Street connection to SR-71). Implementation of the recommended measure will assist in managing the increased traffic in this neighborhood.

MM T-3 Add the following policy to the General Plan Update: *Consider speed control measures in the neighborhood generally bound by SR-71 to the east, Mission Boulevard to the north, and hills to the south and west. Specific measures could include speed humps/lumps, bulb outs, chicanes, or raised crosswalks.*

The following mitigation measure is recommended to further reduce the already less than significant impacts related to presence of incompatible uses.

MM T-4 Remove the designated truck route on the following roadways from the City's Truck Route Designation Map: *White Ave between Mission Blvd and Arrow Hwy, Garey Ave between SR-60 and Holt Ave, Towne Ave between Riverside Dr and Foothill Blvd, Indian Hill Blvd between Grand Ave and Holt Ave, Bonita Ave between Fulton Rd and Carnegie Ave, Pomona Blvd between Valley Blvd and SR-71, Temple Ave between Valley Blvd and SR-57, 2nd St between SR-71 and White Ave, Mission Blvd between SR-71 and Reservoir St, and Phillips Blvd between Garey Ave and East End Ave.*

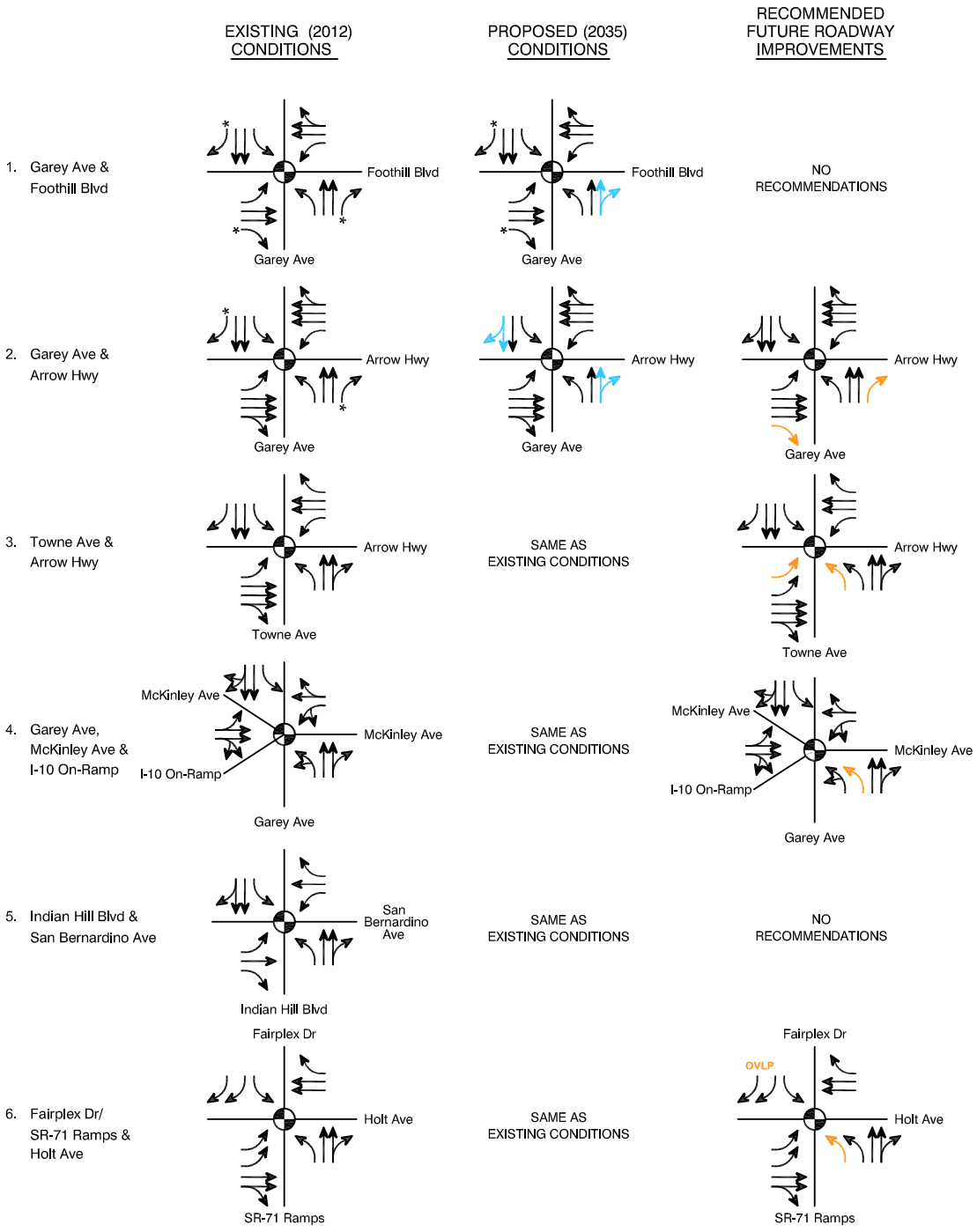
Level of Significance After Policies/Mitigation Measures

With the improvements identified in Figure 4.13-4, all intersections in the city would operate at an acceptable level under Future Conditions, with the exception of the intersection of Pomona Blvd and W. Temple Ave. No feasible mitigation measures exist to address impacts at that intersection. Therefore, the impact at the Pomona Boulevard and Temple Avenue intersection would be significant and unavoidable.

The following freeway segments are projected to operate unacceptably under Future Conditions:

- I-10, West of Indian Hill Boulevard (AM Peak Hour)
- I-10, at Dudley (PM Peak Hour)

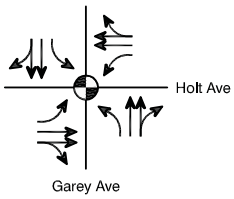
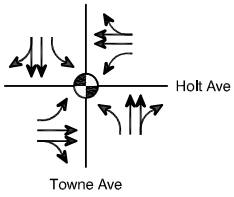
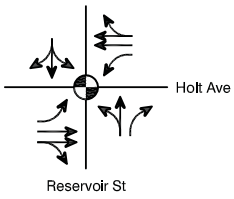
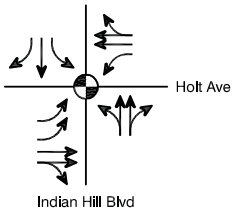
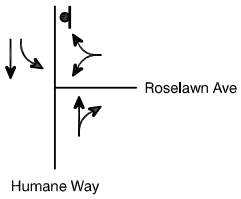
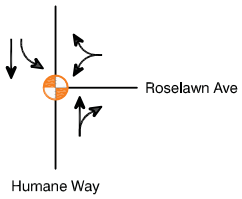
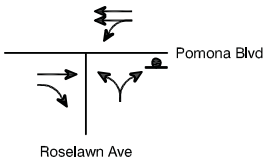
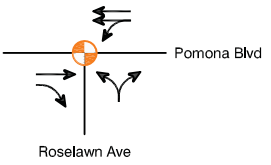
These facilities are controlled by Caltrans and the City cannot guarantee implementation of capacity improvements. As such, impacts to freeway facilities would be significant and unavoidable.



Intersection Lane Configuration Recommendations

Source: Fehr & Peers March 2013

Figure 4.13-4a

	EXISTING (2012) CONDITIONS	PROPOSED (2035) CONDITIONS	RECOMMENDED FUTURE ROADWAY IMPROVEMENTS
7. Garey Ave & Holt Ave		SAME AS EXISTING CONDITIONS	NO RECOMMENDATIONS
8. Towne Ave & Holt Ave		SAME AS EXISTING CONDITIONS	NO RECOMMENDATIONS
9. Reservoir St & Holt Ave		SAME AS EXISTING CONDITIONS	NO RECOMMENDATIONS
10. Indian Hill Blvd & Holt Ave		SAME AS EXISTING CONDITIONS	NO RECOMMENDATIONS
11. Humane Way & Roselawn Ave		SAME AS EXISTING CONDITIONS	
12. Roselawn Ave & Pomona Blvd		SAME AS EXISTING CONDITIONS	

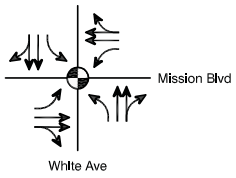
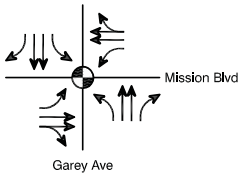
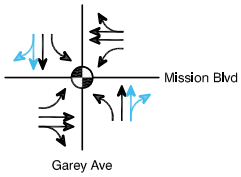
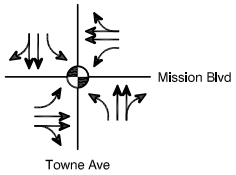
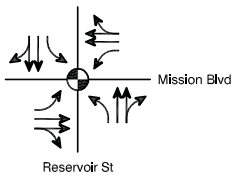
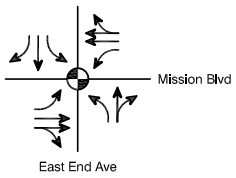
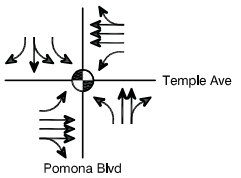
LEGEND

- Traffic Signal
- Stop Sign
- * Functional Right Turn Lane
- OVLP Overlap Phase

Intersection Lane Configuration Recommendations

Source: Fehr & Peers March 2013

Figure 4.13-4b

	EXISTING (2012) CONDITIONS	PROPOSED (2035) CONDITIONS	RECOMMENDED FUTURE ROADWAY IMPROVEMENTS
13. White Ave & Mission Blvd		SAME AS EXISTING CONDITIONS	NO RECOMMENDATIONS
14. Garey Ave & Mission Blvd			NO RECOMMENDATIONS
15. Towne Ave & Mission Blvd		SAME AS EXISTING CONDITIONS	NO RECOMMENDATIONS
16. Reservoir St & Mission Blvd		SAME AS EXISTING CONDITIONS	NO RECOMMENDATIONS
17. East End Ave & Mission Blvd		SAME AS EXISTING CONDITIONS	NO RECOMMENDATIONS
18. Pomona Blvd & Temple Ave		SAME AS EXISTING CONDITIONS	NO RECOMMENDATIONS

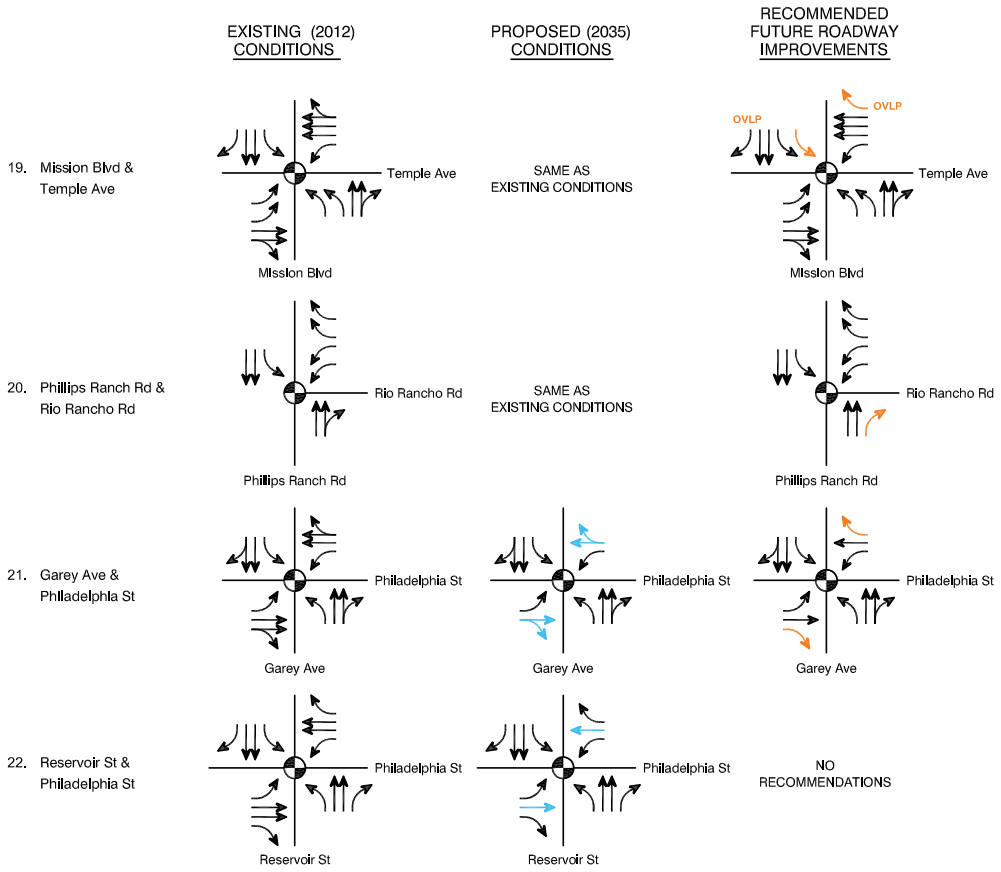
LEGEND

- Traffic Signal
- Stop Sign
- * Functional Right Turn Lane
- OVLP Overlap Phase

Intersection Lane Configuration Recommendations

Source: Fehr & Peers March 2013

Figure 4.13-4c



Intersection Lane Configuration Recommendations

Source: Fehr & Peers March 2013

Figure 4.13-4d

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4.14 UTILITIES AND SERVICE SYSTEMS

This section evaluates the effects on utilities related to implementation of the General Plan Update and Corridors Specific Plan by identifying anticipated demands and existing and planned service availability. For purposes of this EIR, utilities consist of (1) water supply; (2) wastewater; and (3) solid waste. Section 4.7, *Hydrology and Water Quality*, addresses potential impacts to storm drain infrastructure and surface water quality. Data used to prepare this section was taken from various sources, including the Los Angeles County Sanitation Districts, the City of Pomona, and Pomona's Urban Water Management Plan.

4.14.1 Water

Environmental Setting

This section presents information about the city's water supply system. Information for this section comes from the City of Pomona 2010 Urban Water Management Plan.

Water Supply

Water service within the city is provided by the Pomona Public Works Department with supply sources including groundwater, treated surface water, imported water and water conservation. The exceptions to this are three areas within the city limits that are served by other water agencies. These areas include the following:

- An irregularly-shaped area of approximately 40 acres south of Foothill Boulevard and west of Towne Avenue, served by Golden State Water Company;
- An area of about 20 acres north of Foothill Boulevard and west of Garey Avenue, which is also served by Golden State Water Company; and
- A small portion of the city located north of Valley Boulevard and west of Temple Avenue served by the Walnut Valley Water District.

The Public Works Department also services about 275 acres of residential property and open space outside of the city limits. This includes approximately 98 percent of Rolling Ridge Estates, located south of the Pomona Freeway and west of the Corona Expressway. Additionally, the Public Works Department exports recycled water to Cal Poly Pomona and Bonelli Regional Park (Pomona, 2010).

Groundwater is the primary source of water supply for the city, providing approximately 68% of its water. In addition, 16% of the city's water supply is imported water from the Metropolitan Water District of Southern California (Metropolitan) via the Three Valleys Municipal Water District (TVMWD), 15% is local surface water from the San Antonio and Evey Canyon watersheds, and 1% is non-potable, recycled water.

Groundwater

Pomona overlies and produces groundwater from three different groundwater basins: Chino Basin, Six Basins and Spadra Basin. Groundwater pumped from the Chino Basin undergoes blending and anion exchange at the Anion Exchange Plant (AEP) to reduce nitrate concentrations. Water pumped from the Pomona Basin (part of the Six Basins) is treated through a combination of blending and treatment plants

for perchlorate, nitrate, and VOCs. There are currently no water quality issues with water pumped from the Claremont Heights Basin (also part of the Six Basins).

Surface Water

The city's surface water supplies are obtained from San Antonio Canyon and Evey Canyon watersheds, which discharge runoff from the San Gabriel Mountains into local spreading grounds. The City has rights to 40% of the first 10 million gallons per day (mgd) of flow from San Antonio Creek and has treated an annual average flow of 2,000 acre feet per year (afy) from the creek over the past ten years.

Surface water is treated at the Pedley Filtration Plant (PFP), which has a capacity of 4 mgd. During periods of high runoff, the water is too turbid to filter and runoff bypasses the PFP to be spread in the gravel pit adjacent to the PFP. During dry periods, when no runoff is available, the PFP is shut down.

Imported Water

The City obtains imported water from the Three Valleys Municipal Water District (TVMWD), a member agency of the Metropolitan. TVMWD and Metropolitan transport water from the Colorado River via the Colorado River Aqueduct and from the State Water Project via the California Aqueduct. Imported supplies are treated at Metropolitan's Weymouth Treatment Plant and TVMWD's Miramar Treatment Plant before reaching Pomona. Currently, the amount of imported water accounts for approximately 16 percent of the total water used in the city.

Recycled Water

Pomona purchases recycled water from the Pomona Water Reclamation Plant. The City is currently contracted for the right to purchase and sell two-thirds of the plant's effluent flow. Based on the average plant production, this equates to an average of 5.5 mgd of effluent flow. Non-potable water pumped from the Spadra Basin supplements the recycled water supply. Historically, within the city recycled water has been used for irrigation with some commercial and industrial users. In 2010, demand for recycled water within the city was 73 acre-feet or just under 24 million gallons. The City also exported 1,500 acre-feet (or 489 million gallons) of recycled water to customers outside the city.

Water Conservation

The City is a signatory to the MOU regarding Urban Water Conservation in California and is a member of the California Urban Water Conservation Council (CUWCC). As a signatory, the City has pledged to implement 14 conservation Best Management Practices (BMPs). These BMPs 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 the 14 BMPs that are part of the MOU, the City plans to implement additional conservation programs to further discourage water waste and over-use. These include an automatic meter reading program to collect accurate, real time consumption and rebate program for turf removal.

Water Supply and Demand

The City's current water supply portfolio is comprised of 68% groundwater, 16% imported water, 15% local surface water, and 1% recycled water. It is projected that by 2035, the supply mix will be 73% groundwater, 11% imported, 10% local surface water and 6% recycled water. The City is planning to increase use of recycled water supplies and invest in increased production of groundwater supplies. Table 4.14-1 shows projected average water supply and demand through the year 2035.

Table 4.14-1 Projected Average Water Supply and Demand (AFY)

Water Supply Sources	*2015*	*2020*	*2025*	*2030*	*2035*
Imported Water	2,000	1,738	2,393	2,452	3,000
Groundwater	17,013	18,300	18,300	18,300	19,000
Local Surface Water	2,500	2,500	2,500	2,500	2,500
Recycled Water	100	750	1,000	1,500	1,500
Total Supply	**21,703**	**23,288**	**24,193**	**24,752**	**26,000**
Total Demand*	**21,703**	**23,288**	**24,193**	**24,752**	**26,000**
Difference	**0**	**0**	**0**	**0**	**0**

SOURCE: City of Pomona. 2010 *Urban Water Management Plan*. Table 5-4

* Demand assumes implementation of conservation programs discussed previously.

The City's 2010 Urban Water Management Plan indicates that, due to its existing water rights and groundwater storage agreements, an adequate supply of water should be available, with normal conservation efforts, for projected demands through 2035 (Pomona, 2011a).

Drinking Water Quality

According to the City's 2011 Water Quality Report, drinking water may be reasonably expected to contain at least small amounts of some contaminants. This occurs because water traveling over the land surface or through the layers of the ground may naturally dissolve occurring minerals and, in some cases, radioactive material, and could pick up substances resulting from the presence of human or animal activity. Contaminants that may be present in source water include the following:

- Microbial contaminants, such as viruses and bacteria, which may come from sewage treatment plants, septic systems, agricultural livestock operations, and wildlife;
- Inorganic contaminants, such as salts and metals, which can be naturally occurring or result from urban storm runoff, industrial or domestic wastewater discharges, oil and gas production, mining and farming;
- Pesticides and herbicides, which may come from a variety of sources such as agriculture, urban stormwater runoff, and residential uses;
- Organic chemical contaminants, including synthetic and volatile organic chemicals, which are by-products of industrial processes and petroleum production, and can also come from gasoline stations, urban stormwater runoff, and septic systems; and
- Radioactive contaminants, which can be naturally occurring or be the result of oil and gas production or mining activities.

The presence of contaminants does not necessarily mean that the water would be a health risk for most people (Pomona, 2011b), once concentrations fall below the respective maximum contaminant level (MCL) allowed by the EPA. City water supplies did not violate any of the MCLs set by the EPA for drinking water in 2011.

Regulatory Framework

Federal

Clean Water Act

The federal *Clean Water Act* (CWA) establishes regulatory requirements for potable water supplies including raw and treated water quality criteria. The City is required to monitor water quality and conform to the regulatory requirements of the CWA.

Safe Drinking Water Act

The federal *Safe Drinking Water Act* (SDWA) establishes standards for contaminants in drinking water supplies. Contaminants regulated by the SDWA include metals, nitrates, asbestos, total dissolved solids, and microbes.

State

Safe Drinking Water Act (1976)

California enacted its own *Safe Drinking Water Act* in 1976. The California Department of Public Health (CDPH) [formerly the California Department of Health Services (CDHS)] has been granted primary enforcement responsibility for the SDWA. Title 22 of the California Administrative Code establishes CDPH authority and stipulates drinking water quality and monitoring standards. These standards are equal to or more stringent than the federal standards.

Recycled Water Regulations

Within California, recycled water is regulated by the U.S. Environmental Protection Agency (U.S. EPA), the State Water Resources Control Board (SWRCB), Regional Water Quality Control Boards (RWQCBs), and CDPH. The SWRCB has adopted Resolution No. 77-1, Policy with Respect to Water Reclamation in California. This policy states that the SWRCB and RWQCBs will encourage and consider or recommend for funding water reclamation projects that do not impair water rights or beneficial in-stream uses. The CDPH establishes the recycled water uses allowed in California and designates the level of treatment (i.e., undisinfected secondary, disinfected secondary, or disinfected tertiary) required for each of these designated uses (Title 22, California Code of Regulations).

The Regional Water Quality Control Boards (RWQCBs) implement the SWRCB Guidelines for Regulation of Water Reclamation and issue waste discharge permits that serve to regulate the quality of recycled water based on stringent water quality requirements. The CDPH develops policies protecting human health and comments and advises on RWQCB permits.

Title 22

The California Water Code requires the CDPH to establish water reclamation criteria. In 1975, the former CDHS prepared Title 22 to fulfill this requirement. Title 22 regulates production and use of reclaimed water in California by establishing three categories of reclaimed water: primary effluent, which typically includes grit removal and initial sedimentation or settling tanks; adequately disinfected, oxidized effluent (secondary effluent) which typically involves aeration and additional settling basins; and adequately disinfected, oxidized, coagulated, clarified, filtered effluent (tertiary effluent) which typically involves filtration and chlorination. In addition to defining reclaimed water uses, Title 22 defines requirements for sampling and analysis of effluent and requires specific design requirements for facilities.

Urban Water Management Planning Act of 1983

The California Urban Water Management Planning Act requires all publicly or privately owned utilities that provide water service to more than 3,000 service connections or over 3,000 acre-feet per year to prepare an Urban Water Management Plan (UWMP). The UWMP is intended to support long-term resource planning and ensure suppliers have adequate supplies for existing and future demand. SB X7-7, passed in 2009, requires a reduction in 20 percent per capita water use by the year 2020. These water savings targets must be quantified in updated UWMPs.

Local

Integrated Resources Plan

The updated Integrated Resources Plan (IRP), approved by Metropolitan in October 2010, is Metropolitan's strategic plan for water reliability through the year 2035. The plan emphasizes water-use efficiency through conservation and local supply development.

Thresholds of Significance

The following thresholds of significance are based on Appendix G of the *State CEQA Guidelines*. For the purposes of this EIR, the following thresholds of significance would apply:

- Would the proposed project require or result in the construction of new water treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects;
- Will there be sufficient water supplies available to serve the project from existing entitlements and resources so that new or expanded entitlements are not needed?

Project Impacts and Mitigation

Project Impacts

Threshold	Would the proposed project require or result in the construction of new water treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?
Threshold	Will there be sufficient water supplies available to serve the project from existing entitlements and resources so that new or expanded entitlements are not needed?

Impact 4.14.1-1 **Implementation of the proposed General Plan Update and Corridors Specific Plan would increase demand for water supply. However, the City's 2010 Urban Water Management Plan projects that adequate water supply will be available to serve population growth in the city through 2035. Impacts would be Class III, *less than significant.***

Pomona's 2010 UWMP projects water supply and demand through 2035. Since the service area of the City is nearly contiguous with city boundaries, the 2008 Southern California Association of Governments (SCAG) population estimates for Pomona were used to project demand in that report. Demand projections are based on population growth forecasts from the 2008 SCAG Growth Forecast. According to the UWMP, the City anticipates the service population would be 216,899 in 2035, the forecast year for the General Plan Update. With this anticipated growth, the UWMP projects that the City will have adequate water supply, with normal conservation efforts, to meet demand through 2035 in average year, single dry year, and multiple dry year scenarios as shown in Table 4.14-1 in Section 4.14.1 (Environmental Setting).

Development facilitated by the General Plan Update and Corridors Specific Plan is expected to increase the city's population to 197,400 by 2035 (see Chapter 2, *Project Description*) in line with SCAG growth forecasts for the city. Forecasted growth under General Plan Update is less than anticipated in the 2010 UWMP by approximately 19,500 people. Therefore, water supplies would be adequate to serve population growth facilitated by the General Plan Update and Corridors Specific Plan.

Further, the General Plan Update and Corridors Specific Plan both contain policies to reduce water use. For example, proposed General Plan Update Policies 7E.P22 through 7E.P23 call for water efficient appliances and low-water irrigation. The Corridors Specific Plan Development Code calls for water efficient plants and landscaping. In addition, the proposed Green Plan provides recommendations to reduce water consumption at both a community and municipal level. With adherence to General Plan Update, Corridors Specific Plan and Green Plan policies and strategies, impacts would be **less than significant**.

Proposed General Plan Update Goals and Polices

The General Plan Update has outlined specific goals that the City wishes to achieve. Implementation of policies outlined in the General Plan Update would help achieve these goals and reduce impacts associated with water supplies, treatment, and conveyance systems to a less than significant level. The

goals and policies of the General Plan Update that are applicable to its impact on water supply are identified below.

Water Resource Goals

7E.G11 Promote the orderly and efficient operation and expansion of the water supply system to meet current and projected needs.

7E.G12 Continue to reduce City-wide water use.

7E.G13 Comply with the Los Angeles RWQCB regulations and standards to maintain and improve the quality of both surface water and groundwater resources.

7E.G14 Enhance the quality of groundwater and surface water resources, prevent their contamination, and reduce the amount of polluted runoff that reaches the City's storm drain system.

Water Resource Policies

7E.P20 Transition to a pattern of development that uses water more efficiently as identified in the Pomona Tomorrow General Plan diagram [in the General Plan Update].

7E.P22 Encourage the use of water efficient appliances and fixtures in new development and upgrades in existing development.

7E.P23 Encourage low water use irrigation such as drip irrigation and rainwater capture systems.

7E.P24 Encourage the use of drought tolerant plant species (especially native plants), low water use irrigation such as drip irrigation and rainwater capture systems.

7E.P26 Continue to monitor water supply and demand to ensure that projections are consistent with the most recent Water and Recycled Water Master Plan, which projects adequate water supply for the City through the year 2025.

7E.P27 Comply with the Los Angeles RWQCB regulations and standards to maintain and improve the quality of both surface water and groundwater resources.

Corridors Specific Plan Development Code

The Corridors Specific Plan includes policies relating to water efficient landscaping and irrigation. These policies would reduce water demand compared to business as usual. The policies of the Corridors Specific Plan that are applicable to its impact on water supply are identified below.

2.5 STREET REGULATIONS

2.5.1 IMPROVEMENTS TO EXISTING STREETS

K. Neighborhood Streets Public Frontage Improvement Specifications

Neighborhood Street improvements must include the following specification:

1. Pedestrian Zone
   i. Native/ water efficient, low groundcovers and shrubs, which require minimal irrigation and a low level of maintenance, be located within planting strips.

2.6 OPEN SPACE REGULATIONS

2.6.5 PRIVATE OPEN SPACE TYPES

A. Courtyard

3. Landscaping may consist of enriched/enhanced hardscape and/or planted areas including water efficient lawns, trees, plants in pots, fountains, etc.

Mitigation Measures

No mitigation measures are necessary.

Level of Significance after Policies/Mitigation Measures

Impacts associated with water supply would be less than significant without mitigation.

4.14.2 Wastewater

■ Environmental Setting

This section describes the existing wastewater system in the city. Information for this section is mostly based on the City's Sewage System Master Plan.

Treatment System

Wastewater service within Pomona is provided by the City's Public Works Department. Wastewater from the City's system is treated by the Los Angeles County Sanitation Districts (LACSD). The LACSD is a conglomeration of 23 independent special districts responsible for collecting, treating, recycling, and disposing of the wastewater and industrial wastes generated by ~~5.4~~ 5.5 million people living in an ~~815~~ 824-square-mile area of Los Angeles County. The LACSD operates approximately ~~1,400~~ 1,445 miles of main trunk sewers, ~~50~~ 49 pumping plants, and 11 wastewater treatment plants (LACSD website, 2013; LACSD public comment letter, September 6, 2013).

The City's wastewater is treated and disposed of at the LACSD's Pomona Water Reclamation Plant (PWRP) and/or the San Jose Creek Water Reclamation Plant (SJWRP). Located at 295 Humane Way in Pomona, the ~~plant~~ PWRP occupies approximately 14 acres east of SR-57 and north of the Phillips Ranch development area. Sewage effluent from the neighboring cities of La Verne and Claremont is also treated at the PWRP, which currently has a design capacity of 15 mgd. In 2012, the average daily flow to the plant was approximately ~~8.4~~ 8.7 mgd (~~Raza, 2013~~LACSD, 2013). Thus, the PWRP has an available capacity of approximately ~~6.6~~ 6.3 mgd.

Collection System

The City's existing sewer system consists of interceptors and lift stations for the conveyance of wastewater within the city. Specifically, the collection system consists of over 300 miles of gravity sewer, four pump stations and 1.4 miles of force mains (MWH, 2005).

Regulatory Framework

Federal

National Pollution Discharge Elimination System (NPDES) Permits

The NPDES permit system was established in the *Clean Water Act* (CWA) to regulate both point source discharges (a municipal or industrial discharge at a specific location or pipe) and nonpoint source discharges (diffuse runoff of water from adjacent land uses) to surface waters of the United States. For point source discharges, such as sewer outfalls, each NPDES permit contains limits on allowable concentrations and mass emissions of pollutants contained in the discharge.

Disposal of Biosolids

Title 40 of the Code of Federal Regulations (CFR) Part 503, Title 23 California Code of Regulations, and standards established by the LARWQCB regulate the disposal of biosolids.

Local

Sanitation Districts of Los Angeles County

The LACSD adopted a Wastewater Ordinance effective April 1, 1972, as amended on July 1, 1980, July 1, 1983, November 1, 1989, and July 1, 1998, to protect and finance the operation of its wastewater conveyance, treatment, and disposal facilities. The LACSD also adopted a Connection Fee Ordinance in 1981 (which was amended in 1984, 1990, 1992, 1997, and 2007). Companies that discharge industrial wastewater[1] to the sewerage system are governed by both the Wastewater Ordinance and the Connection Fee Ordinance. These legal mechanisms establish the Districts' Industrial Wastewater Discharge Permit, Connection Fee, and Surcharge Programs. The Industrial Wastewater Discharge Permit Program allows for the regulation of industrial wastewater dischargers to protect the public health, environment, and the public sewerage system. The Surcharge Program requires all industrial companies discharging to the Districts' sewerage system to pay their fair share of the wastewater treatment and disposal costs. The Connection Fee Program requires all new users of the Districts' sewerage system, as well as existing users that significantly increase the quantity or strength of their wastewater discharge, to pay their fair share of the costs for providing additional conveyance, treatment, and disposal facilities.

The Los Angeles Regional Water Quality Control Board (LARWQCB)

The LARWQCB protects ground and surface water quality in the Los Angeles Region, including the coastal watersheds of Los Angeles and Ventura Counties, along with small portions of Kern and Santa Barbara Counties. It has constitutional, statutory, and regulatory authority to regulate discharges to waters of the state, to promote the beneficial use of water, and to prevent the waste of water. The Los Angeles Regional Board is one of nine Regional Boards statewide. These Boards are part of the California Environmental Protection Agency (CAL/EPA).

[1] Industrial wastewater is defined as all wastewater from any manufacturing, processing, institutional, commercial, or agricultural operation, or any operation where the wastewater discharged includes significant quantities of waste of non-human origin.

Thresholds of Significance

The following thresholds of significance are based on Appendix G of the *State CEQA Guidelines*. For the purposes of this EIR, implementation of the proposed project may have a significant adverse impact on the City's wastewater system if it would result in any of the following

- Exceed or violate wastewater treatment requirements of the applicable Regional Water Quality Control Board
- Require or result in the construction/expansion of wastewater treatment facilities, the construction of which could cause significant environmental effects
- Result in a determination by the wastewater treatment provider which serves or may serve the project that it does not have adequate capacity to serve the project's projected demand in addition to the provider's existing commitments

Project Impacts and Mitigation

Project Impacts

Threshold	Would the proposed project exceed or violate wastewater treatment requirements of the applicable Regional Water Quality Control Board?

Impact 4.14.2-1 **Implementation of the proposed General Plan Update and Corridors Specific Plan would not violate wastewater treatment requirements of the Regional Water Quality Control Board. Impacts would be Class III, *less than significant.***

The City of Pomona requires NPDES permits, as administered by the Regional Water Quality Control Board (RWQCB), according to Federal regulations for both point source discharges (a municipal or industrial discharge at a specific location or pipe) and nonpoint source discharges (diffuse runoff of water from adjacent land uses) to surface water of the United States. For point source discharges, such as sewer outfalls, each NPDES permit contains limits on allowable concentrations and mass emissions of pollutants contained in the discharge. New development under implementation of the proposed General Plan Update and Corridors Specific Plan would continue to comply with all provisions of the NPDES program, as enforced by the RWQCB. Therefore, the proposed General Plan Update and Corridors Specific Plan would not result in a violation of wastewater treatment requirements.

NPDES Phase I and Phase II requirements would also regulate discharges from construction sites. Future projects under the proposed General Plan Update would be required to comply with all applicable wastewater discharge requirements issued by the State Water Resources Control Board (SWRCB) and the Regional Water Quality Control Board (RWQCB). Therefore, implementation of the proposed General Plan Update and Corridors Specific Plan would not violate applicable wastewater treatment requirements of the RWQCB with respect to discharges to the sewer system or stormwater system within the city.

The proposed General Plan Update specifies two goals regarding the wastewater in the city. The first is to maintain an adequate wastewater system to protect the health and safety of all residents, businesses, and institutions. A second goal is to comply with the Los Angeles RWQCB regulations and standards to maintain and improve the quality of both surface water and groundwater resources. Specifically, 7E.P27

emphasizes continuing working with the Los Angeles RWQCB in the implementation of the NPDES for the protection of surface water and groundwater quality; Policy 7E.P30 requires that all new development or expansion of existing facilities bear the cost of expanding the wastewater disposal system to handle the increased loads anticipated by development; Policy 7E.P31 supports the efforts of the LACSD and other agencies to provide reclaimed water infrastructure throughout the region. Consequently, because future development under the propose General Plan Update would be required to bear the cost of expanding the wastewater disposal system and adhere to existing regulations identified in the proposed policies above, a **less than significant** impact would result.

Threshold	Would the proposed project require or result in the construction/expansion of wastewater treatment facilities, the construction of which could cause significant environmental effects?
Threshold	Would the proposed project result in a determination by the wastewater treatment provider which serves or may serve the project that it does not have adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?

Impact 4.14.2-2 Development associated with the proposed General Plan Update and Corridors Specific Plan would increase citywide wastewater generation by approximately 5 mgd, but such an increase would not exceed the capacity of existing wastewater treatment facilities or service providers. Impacts would be Class III, *less than significant*.

Implementation of the proposed General Plan Update and Corridors Specific Plan would result in an increase in wastewater generation. New residential growth would generate wastewater that would require treatment. As described previously, wastewater from the city is treated and disposed of at the LACSD's PWRP~~,~~ and/or the San Jose Creek Water Reclamation Plant (SJWRP). The PWRP ~~which~~ maintains a design capacity of 15 mgd and currently treats an average flow of ~~8.4~~ 8.7 mgd. The PWRP currently serves an estimated 130,000 people, therefore, per capita wastewater generation is estimated to be ~~65~~ 67 gallons per day.

Development forecast under the proposed General Plan Update and Corridors Specific Plan would increase Pomona's population by an estimated 47,450 people. Therefore, maximum wastewater generation as a result of General Plan Update and Corridors Specific Plan buildout would be approximately ~~3,084,250~~ 3,179,150 gallons per day or ~~3.1~~ 3.2 mgd. The PWRP has available capacity to treat approximately 6.6 mgd. Therefore, the plant has the capacity to treat the full increase in wastewater. Because increased wastewater due to implementation of the proposed General Plan Update and Corridors Specific Plan could be accommodated within the existing treatment infrastructure, expansion would not be required.

Policies under the proposed General Plan Update also require the renovation of all older sewer pump stations and the installation of new plumbing according to most recent standards, implementation of the Sewer Master Plan, and water conservation. Implementation of the proposed General Plan Update policies would reduce water use and require adequate wastewater facilities and conveyance systems to be available to city residents. Therefore, impacts to the wastewater treatment facilities associated with increased growth in the city would be **less than significant**.

Proposed General Plan Update Goals and Polices

The proposed General Plan Update has established goals and policies to address issues related to sewer services. Implementation of the policies outlined in the General Plan Update would further reduce impacts associated with sewer services. The goals and policies are listed below.

Wastewater Goals

7E.G13 Comply with the Los Angeles RWQCB regulations and standards to maintain and improve the quality of both surface water and groundwater resources.

7E.G15 Maintain a wastewater system adequate to protect the health and safety of all Pomona residents, businesses and institutions.

Wastewater Policies

7E.P21 For both private and public construction in new development and renovations, encourage rainwater and wastewater Best Management Practices (BMPs) to minimize rainwater runoff and maximize rainwater and greywater collection and reuse.

7E.P27 Continue working with the Los Angeles RWQCB in the implementation of the NPDES for the protection of surface water and groundwater quality.

7E.P30 Require that all new development or expansion of existing facilities bear the cost of expanding the wastewater disposal system to handle the increased loads anticipated by development.

7E.P31 Support the efforts of the Sanitation Districts of Los Angeles County and other agencies to provide reclaimed water infrastructure throughout the region.

7E.P32 Identify new recycled water opportunities within Pomona.

7E.P33 Create and implement a marketing program to attract new recycled water customers within the City of Pomona.

Mitigation Measures

No mitigation measures are necessary.

Level of Significance after Policies/Mitigation Measures

Impacts associated with wastewater would be less than significant.

4.14.3 Solid Waste

■ Environmental Setting

This section describes existing solid waste management and resource recovery systems for Pomona. Information in this section was gathered from personal communications with City staff.

The City of Pomona Public Works Department provides trash, recycling, and special pickup services for the single-family residences, duplexes, triplexes, and some fourplexes. Community cleanups, sponsored

by the City, provide periodic neighborhood drop-off of bulky items, for residents only. Details regarding waste haulers, transfer stations, and landfills are provided below.

Waste Haulers

Franchise commercial waste haulers provide trash and recycling service for most fourplexes, all apartments with five or more units, as well as all commercial, governmental, and industrial facilities. Commercial haulers have non-exclusive, competitive franchise agreements. The five haulers legally permitted to operate in Pomona are Athens Services, Burrtec Waste Industries, Mission Recycling, Valley Vista Services and Waste Management. All franchises will expire June 30, 2013 though all five firms have expressed an interest in renewing their agreement for three more years. As all five firms are expected to have their agreements renewed, these firms will serve Pomona till at least July 2016.

Transfer Stations

Transfer stations are facilities that transfer trash from small vehicles to large transfer trailers, or on to railroad cars, where the trash is then transported to distant landfills. A Materials Recovery Facility (MRF) can be utilized purely as a transfer station for trash but it also accepts commingled materials and sorts them into separate categories, such as glass, plastic, cardboard, etc. Once the usable materials have been separated, they are transported to firms that recycle them. The trash is transported to distant landfills. A "dirty" MRF accepts trash, and sorts that trash to pull out recyclables. Two (2) MRFs in the area are capable of processing trash: (1) the West Valley MRF in Fontana, and (2) the Athens Services MRF in Industry. However, the cost of separating recyclables from trash is very expensive, and is generally cost-prohibitive in the region. The Grand Central Recycling facility in Industry is primarily a transfer station but it also process relatively clean commingled materials.

Landfills

Currently, four landfills serve Pomona: (1) Puente Hills Landfill, (2) Olinda Alpha Landfill, (3) El Sobrante Landfill, and (4) Mid-Valley Sanitary Landfill. Table 4.14-2 summarizes the permitted daily throughput, estimated average waste quantities disposed, and remaining capacity for these landfills.

Table 4.14-2 Solid Waste Disposal Facilities

Facility	*Permitted Daily Throughput (tons/day)*	*2011 Avg. Daily Waste Quantities (tons/day)*	*Estimated Remaining Daily Capacity (tons/day)*
Puente Hills Landfill	13,200	5,116	8,084
Olinda Alpha Landfill (Orange County)	8,000	5,112	2,888
El Sobrante Landfill (Riverside County)	16,054	7,019	10,942
Mid-Valley Sanitary Landfill (San Bernardino County)*	7,500	1,734	5,766
Total			***27,680***

SOURCE: Los Angles Countywide Integrated Waste Management Plan, 2011; CalRecycle. Solid Waste Information System Facility/Site Search: http://www.calrecycle.ca.gov/SWFacilities/Directory/search.aspx
Morris, 2013.

* Only Burrtec Waste Industries, a franchise commercial waste hauler in Pomona, is allowed to use the Mid-Valley Landfill under an agreement with San Bernardino County. Otherwise, San Bernardino County bans waste from out-of-county.

There are a number of other landfills such as Colton and San Timoteo in San Bernardino County, and the Chiquita Landfill in Los Angeles County that accept waste from Pomona though the majority of waste was transported to the four major landfills listed. Since the Puente Hills Landfill will close on October 31, 2013, it is anticipated that the El Sobrante and Mid-Valley landfills will provide the majority of disposal needs for Pomona thereafter.

Approximately 67% of the City's residential waste disposal was taken to the Olinda Alpha Sanitary Landfill in 2012. Located at 1942 Valencia Avenue in the city of Brea, this landfill was the primary disposal point for Pomona's residential waste though the trend ended in December 2012, as most of the City's waste is now transported to the El Sobrante Landfill. Located at 10910 Dawson Canyon Road in the city of Corona, the El Sobrante Landfill account now accepts the majority of residential waste. A change in landfills was considered and taken because a ban may be imposed on out-of-county waste by Orange County in the year 2015 which would restrict disposal at the Olinda Alpha Landfill. No such ban is expected to occur for the El Sobrante Landfill in the future. By contrast, the out-of-county ban that was imposed by San Bernardino County was lifted July 2013 and allows City waste to be disposed at the Mid-Valley Landfill. The expected closure date for the Mid-Valley Landfill is 2033 and the expected closure date for the El Sobrante Landfill is 2030.

As a Los Angeles County landfill, Puente Hills will be served by a waste-to-rail system that will be in place after the Puente Hills Landfill closes on October 31, 2013. Waste will be transported via an intermodal facility at Puente Hills to the Mesquite Regional Landfill in Imperial County, located approximately 200 miles from Pomona. Due to the dramatic cost of transporting waste to this remote location, Pomona will not use this option for the foreseeable future.

Approximately 11% of the City's residential waste disposal was brought to the El Sobrante Landfill in 2012 and roughly 22% of the city's waste was taken to the Puente Hills Landfill in 2012. This distribution will be dramatically different in future years as the Puente Hills Landfill closes on October 31, 2013 and because San Bernardino County lifted the out-of-county ban on waste disposal in July 2013. Pomona is now permitted to dispose of its waste at the Mid-Valley Landfill. The Mid-Valley Landfill is located at 2390 Alder Avenue in the city of Rialto, approximately 28 miles from Pomona. With the out-of-county ban lifted, virtually all of Pomona's waste may be taken to Mid-Valley as it would be closer to Pomona than any other landfill, with less traffic than observed from typical trips to the El Sobrante Landfill or the Olinda Alpha Landfill.

Diversion facilities do not report tonnages by city, so diversion data is not available. However, there has been a dramatic increase in the number of diversion facilities near Pomona which helps to explain the decrease in landfill tonnage over the years. Industries in Pomona can transport their wood waste materials, for example, to Recycled Wood Products, located at 1313 E. Phillips Boulevard in Pomona and save costs in both transportation and gate fees versus landfilling. Industries can choose from a variety of recyclers in the region for the disposal of construction and demolition materials such as dirt, concrete, re-bar, etc. As shown in Figure 1 "Construction and Demolition Recyclers" and Figure 2 "Recycling Centers," there are numerous construction and demolition facilities as well as recycling and buy-back centers for various materials in and near Pomona. In fact, these facilities go in and out of business with such frequency that the lists are difficult and time-consuming to update.

Waste Reduction Programs

Recycling Programs

The City of Pomona operates a residential curbside program for recyclables and green waste. All single-family residences are provided one 96-gallon container for mixed recyclables (such as paper, cardboard, metal, glass, plastic, etc.), as well as another 96-gallon container for green waste (such as grass, leaves, shrubs, and tree trimmings).

In addition, the City operates a special pickup program for "white goods" such as old water heaters, stoves, etc., which are then taken to metal recyclers. Metal is recycled from Community Cleanups as well. Commercial recycling is available for greenwaste, cardboard, metal and construction and demolition materials. The City of Pomona provides residential curbside pickup and proper disposal of electronic waste such as televisions, computers, DVD and VHS players, and microwaves, by appointment.

Presently, the City program utilizes three recycling centers in Pomona that accept mixed recyclables and/or metal scrap: Mission Recycling, Pomona Scrap Metal, and Recycling Resources. For residents who recycle on their own, there are a number of Buyback Centers in town, as noted earlier. Finally, residents may also recycle their used oil and used oil filters at various neighborhood locations, such as Auto Zone, Jiffy Lube, and Pep Boys.

Mandatory recycling for businesses became a new diversion program statewide in 2012. Public Resources Code Section 42649 (AB341) authorizes the California Department of Resources, Recycling and Recovery (CalRecycle) to implement a mandatory recycling program for medium and large businesses and public agencies that use four cubic yards or more per week of trash service. This law became effective July 2012. The City Council adopted Ordinance 4153 to implement the law specifically for Pomona so that commercial waste haulers would offer businesses a free waste and recycling survey to ensure a program that is optimum for each business.

Generation Rates

According to the city's Source Reduction and Recycling Element (July 1992), which was based on a waste characterization study, the total waste generated, including the amount diverted, can be divided as follows: approximately 38 percent residential, 48 percent commercial, and approximately 14 percent industrial. At the time the waste characterization study was performed in 1990, the total disposal from all sources was 174,346 tons. Due to the cost of performing such studies, no other study has been performed since 1990. However, the population of Pomona has remained steady over the years while the disposal tonnage has varied considerably over the same period. As shown Figure 3 "Pomona Disposal Tonnage," disposal tonnage has varied from a low of 122,216 tons in 2009 to a high of 285,887 tons in 1999. The large variation is caused by shifts in commercial and industrial tonnage, which are the largest variables.

It should be noted that with the passage of SB 1016 in 2007, "generation rates" are no longer used to calculate diversion but instead uses "per capita disposal rate" which means the total annual disposal, in pounds, from a jurisdiction divided by the total population in a jurisdiction, as reported by the State Department of Finance, divided by 365 days. Expressed as "total pounds per person per year" this

calculation favors bedroom communities that do not have a large manufacturing base. Pomona's manufacturers could raise the disposal tonnage in future years as they have in the past and lower Pomona's diversion, using the SB 1016 calculation. As an offset to this problem, the City of Pomona uses the diversion rate from the Los Angeles Area Regional Agency (LARA) which is recognized by the State of California in CA Resolution 2004-14 and CA Resolution 2004-15. LARA diversion combines the totals from member agencies which provide more resilience to changes in disposal tonnages from manufacturing.

The per capita disposal rate for LARA and the City of Pomona for the most recent year available (2011) is 4.2 pounds per person per day, which equates to a 70.4% diversion rate.

Planned Improvements

A local transfer station is currently being considered. This would allow regular trash trucks to collect waste and deliver it to a convenient location in Pomona. Once the waste is dropped at the station, it would be loaded onto large transfer trucks and transported to area landfills. All waste delivered to a transfer station would be transported out the same day; no waste would sit at the station overnight.

On July 16, 2012, the City Council approved Certification of the Final Environmental Impact Report for the construction of a 1500 ton per day transfer station, at 1371 East Ninth Street, Pomona, CA. The City Council determined, however, that the station would be opened initially as a 1000 ton per day facility under the Conditional Use Permit, which was approved simultaneously.

The Los Angeles County Integrated Waste Management Plan (CIWMP) incorporates solid waste data from the 88 cities and unincorporated areas of Los Angeles County. However, accurate city-specific information is only available from each municipality.

Regulatory Framework

Federal

With the exception of determining where disposal sites are located and operational standards, there are no applicable Federal laws, regulations, or policies that pertain to solid waste.

State

At the State level, the management of solid waste is governed by regulations established by the California Department of Resources Recycling and Recovery (CalRecycle), which delegates local permitting, enforcement, and inspection responsibilities to local enforcement agencies. CalRecycle, formerly known as the California Integrated Waste Management Board, contracts with the Department of Public Health as the local enforcement agency to have oversight for the Pomona Municipal Direct Transfer Facility and would also have inspection authority for a transfer station if one is constructed in the city. In 1997, some of the regulations adopted by the State Water Quality Control Board (SWQCB) pertaining to landfills (Title 23, Chapter 15) were incorporated with CalRecycle regulations (Title 14) to form Title 27 of the California Code of Regulations (CCR).

Assembly Bill 939

The State Legislature, through Assembly Bill 939, the *California Integrated Waste Management Act of 1989*, mandated that all cities and counties prepare, adopt, and submit a comprehensive solid waste management plan to the county. The plan must address and detail each individual community's efforts and intended policies in the areas of waste characterization, source reduction, recycling, composting, solid waste facilities, education/public information, funding, special wastes, and hazardous wastes. The law also mandates that communities meet certain specific identified targets for percentages of waste reduction and recycling over specific identified targets for percentages of waste reduction and recycling over specified time periods (25 percent by 1995 and 50 percent by the year 2000.)

Local

Los Angeles Countywide Integrated Waste Management Plan

The Los Angeles Countywide Integrated Waste Management Plan (CIWMP), adopted by the Los Angeles County Board of Supervisors in January 1998 and approved by CalRecycle in June 1999, outlines a means of addressing the County's long-term refuse disposal needs in compliance with AB 939. The CIWMP is composed of the Los Angeles Countwide Summary Plan, the Source Reduction and Recycling Element (SRRE) for the County, the Nondisposal Facility Element (NDFE) for the County, the Household Hazardous Waste Element (HHWE) for the County, and the Los Angeles Countywide Siting Element.

The City of Pomona Plan

In compliance with AB 939, the City of Pomona adopted and published its Final Report of the Source Reduction and Recycling Element in July 1992, the Household Hazardous Waste Element in July 1992, and the Nondisposal Facility Element on October 5, 1995. On July 12, 2004, Resolution 2004-158 was adopted to add the First Amendment to the NDFE to establish the Pomona Municipal Direct Transfer Facility. The Second Amendment was prepared to allow for the addition of a First Street Transfer Station which the City Council later rejected. Resolution 2009-189 was adopted to add the Third Amendment to the NDFE to officially describe and detail two recycling centers in Pomona that are owned and operated by Mission Recycling.

Thresholds of Significance

The following thresholds of significance are based on Appendix G of the *State CEQA Guidelines*. For purposes of this EIR, implementation of the proposed project may have a significant adverse impact on solid waste service if it would result in any of the following:

- Be served by a landfill with insufficient permitted capacity to accommodate the project's solid waste disposal needs
- Fail to comply with applicable Federal, State, and local statutes and regulations related to solid waste

Project Impacts and Mitigation

Project Impacts

Threshold	Would the proposed project be served by a landfill with insufficient permitted capacity to accommodate the project's solid waste disposal needs?

Impact 4.14.3-1 **Implementation of the proposed General Plan Update and Corridors Specific Plan would increase the amount of solid waste sent to area landfills. However, landfills have adequate capacity to accept the additional waste. Further, proposed General Plan Update and Green Plan policies aim to increase recycling in the city. Impacts would be Class III, *less than significant*.**

Development facilitated by the General Plan Update and Corridors Specific Plan could add an estimated 2,275 single-family dwelling units, 17,617 multi-family dwelling units, and 24,759 employees. As shown in Table 4.14-3, such levels of development could generate approximately 353,390 lbs (177 tons) of solid waste per day.

Table 4.14-3 Projected Solid Waste Generation Increase

Land Use	*Units*	*Generation Factor*	*Daily Solid Waste Generation (lbs)*	*Daily Solid Waste Disposal (tons)*
Single Family Residential	2,275 units	10 lbs/unit/day	22,750	11.4
Multi-Family Residential	17,617 units	4 lbs/unit/day	70,468	35.2
Commercial*	24,759 employees	10.53 lbs/employee/day	260,712	130.4
Total			***353,390***	***177***

SOURCE: CalRecycle estimated solid waste generation and disposal rates, http://www.calrecycle.ca.gov/wastechar/WasteGenRates/default.htm

* Though total employees includes retail and other kinds of employment, for the purposes of this analysis, all employees were assumed to be "commercial" employees.

Landfills that serve Pomona have an estimated combined available daily capacity of 33,823 tons/day. Therefore, the added 177 tons/day generated by development facilitated under the General Plan Update and Corridors Specific Plan would not exceed the permitted maximum capacity of the landfills. In addition, this analysis does not take into account waste that is diverted or recycled. In 2011, the City's diversion rate was 70.4% (Morris, 2013). Based on this diversion rate, actual solid waste disposal would be approximately 54 tons/day.

Potential future developments facilitated by the General Plan Update and Corridors Specific Plan would also be reviewed on a project-by-project basis; solid waste impacts would be evaluated based on existing and planned disposal facilities and capacities available. Lastly, the General Plan Update includes goals and policies to ensure continued effective management of solid waste generated in Pomona. For example, policy 7E.P27 calls for public educational programs to encourage use of waste diversion techniques.

These policies are further supplemented by the community waste reduction and recycling strategies included in the draft Green Plan. Therefore, impacts would be **less than significant**.

Threshold	Would the proposed project fail to comply with applicable Federal, State, and local statutes and regulations related to solid waste?

Impact 4.14.3-2 **Implementation of the proposed General Plan Update and Corridors Specific Plan would comply with all applicable federal, state, and local statutes and regulations related to solid waste. Impacts would be Class III, *less than significant*.**

As described above, AB 939 mandates that local jurisdictions divert at least 50 percent of all solid waste generated by January 1, 2000. In 2011, the City achieved a diversion rate of 70.4%. The City believes this was due in large part to the downward trend in the economy after the recession of 2008 but it was also due to an increase in diversion programs coupled with the desire to cut costs. Businesses began searching for more cost-effective methods of waste disposal and found that area recyclers could meet their needs by accepting materials at a lower cost at the gate and saving transportation costs by opening facilities in and around Pomona. Current data indicates that the city is in compliance with this legislation. The City remains committed to continue its existing waste reduction and minimization efforts with the programs previously discussed in Section 4.14.3 (Existing Conditions). Thus, implementation of the proposed General Plan Update, inclusive of policies 7E.P34 and 7E.P27, as well as the Green Plan strategies aimed at increasing community waste reduction and recycling would not conflict with a federal, state, or local statutes or regulations related to solid waste disposal. Impacts would be **less than significant**.

Proposed General Plan Update Goals and Polices

The proposed General Plan Update has established goals and policies to address issues related to solid waste. Implementation of the policies outlined in the General Plan Update would further reduce impacts associated with solid waste. The goals and policies have been listed below.

Solid Waste Goals

7E.G18 Meet the City's solid waste disposal needs, while maximizing opportunities for waste reduction and recycling.

Solid Waste Policies

7E.P34 Update the City's Source Reduction and Recycling Element to comply with the Los Angeles County Integrated Waste Management Plan and any changes in state law.

7E.P27 Continue and expand public education programs about waste reduction techniques and diversion strategies, such as recycling. The City is currently meeting or exceeding all state-mandated solid waste diversion targets.

Mitigation Measures

Implementation of the General Plan Update, Corridors Specific Plan and Green Plan would result in less than significant impacts associated with solid waste, and no mitigation measures would be necessary.

Level of Significance After Policies/Mitigation

No mitigation measures would be required. Project impacts associated with solid waste within the city would be less than significant.

4.15 GREENHOUSE GASES

This section discusses potential impacts relating to greenhouse gases and climate change.

4.15.1 Environmental Setting

The Greenhouse Effect and Greenhouse Gases

Gases that trap heat in the atmosphere are often called greenhouse gases (GHGs). Principal GHGs include carbon dioxide (CO_2), methane (CH_4), nitrous oxide (N_2O), ozone (O_3), and water vapor (H_2O). Some GHGs, such as CO_2, CH_4, and N_2O, occur naturally and are emitted to the atmosphere through natural processes and human activities. Of these gases, CO_2 and CH_4 are emitted in the greatest quantities from human activities. Emissions of CO_2 are largely by-products of fossil fuel combustion, whereas CH_4 results from off-gassing associated with agricultural practices and landfills. Man-made GHGs, which have a much greater heat-absorption potential than CO_2, include fluorinated gases, such as hydro fluorocarbons (HFCs), per fluorocarbons (PFC), and sulfur hexafluoride (SF_6), which are byproducts of certain industrial processes (US EPA, 2012a). Different types of GHGs have varying global warming potentials (GWPs). The GWP of a GHG is the potential of a gas or aerosol to trap heat in the atmosphere over a specified timescale (generally, 100 years). Because GHGs absorb different amounts of heat, a common reference gas (CO_2) is used to relate the amount of heat absorbed to the amount of the gas emissions, referred to as "carbon dioxide equivalent" (CO_2e), and is the amount of a GHG emitted multiplied by its GWP. Carbon dioxide has a GWP of one. By contrast, methane (CH_4) has a GWP of 21, meaning its global warming effect is 21 times greater than carbon dioxide on a molecule per molecule basis (IPCC, 1997).

The greenhouse effect is a natural process that contributes to regulating the earth's temperature. Without it, the average surface temperature of the earth would be around zero degrees F (-18°C) instead of its present 57°F (14°C). Global climate change concerns are focused on whether human activities are leading to an enhancement of the greenhouse effect (NOAA, 2007).

It is generally agreed that human activity has been increasing the concentration of GHGs in the atmosphere (mostly CO_2 from combustion of coal, oil, and gas, and a few other trace gases) (US EPA, 2012a). Pre-industrial levels of CO_2 (prior to the start of the Industrial Revolution) were about 280 parts per million by volume (ppmv), and current levels are greater than 380 ppmv. The concentration of CO_2 in the atmosphere today has not been exceeded in the last 650,000 years. Based on current rates of increase, CO_2 concentrations could reach between 490 and 1,260 ppm by the end of the 21st century, 75% to 350% above the pre-industrial concentration (IPCC 2007, SRES 2007, and NOAA 2007).

Worldwide anthropogenic emissions of GHGs were approximately 40,000 million metric tons (MMT) CO_2e in 2004, including ongoing emissions from industrial and agricultural sources, but excluding emissions from land use changes (i.e., deforestation, biomass decay) (IPCC, 2007). CO_2 emissions from fossil fuel use accounts for 56.6 percent of the total emissions of 49,000 MMT CO_2e (includes land use changes) and CO_2 emissions from all sources account for 76.7 percent of the total. Methane emissions account for 14.3 percent of GHGs and N_2O emissions account for 7.9 percent (IPCC, 2007).

Total U.S. GHG emissions were 6,821.8 MMT CO_2e in 2009 (U.S. EPA, April 2012). Total U.S. emissions have increased by 10.5 percent since 1990; emissions rose by 3.2 percent from 2009 to 2010 (U.S. EPA, April 2012). This increase was primarily due to (1) an increase in economic output resulting in an increase in energy consumption across all sectors; and (2) much warmer summer conditions resulting in an increase in electricity demand for air conditioning. Since 1990, U.S. emissions have increased at an average annual rate of 0.5 percent. In 2010, the transportation and industrial end-use sectors accounted for 32 percent and 26 percent of CO_2 emissions from fossil fuel combustion, respectively. Meanwhile, the residential and commercial end-use sectors accounted for 22 percent and 19 percent of CO_2 emissions from fossil fuel combustion, respectively (U.S. EPA, April 2012).

Based upon the California Air Resources Board (ARB) California Greenhouse Gas Inventory for 2000-2009 (ARB, October 2011), California produced 453 MMT CO_2e in 2009. The major source of GHG in California is transportation, contributing 38 percent of the state's total GHG emissions. Electricity generation is the second largest source, contributing 23 percent of the state's GHG emissions (ARB, October 2012). California emissions are due in part to its large size and large population compared to other states. However, a factor that reduces California's per capita fuel use and GHG emissions, as compared to other states, is its relatively mild climate. The ARB has projected statewide unregulated GHG emissions for the year 2020 will be 507 MMT CO_2e (ARB, April 2012). These projections represent the emissions that would be expected to occur in the absence of any GHG reduction actions.

Greenhouse Gas Sources

GHGs come from a wide range of sources which include auto, electrical power, natural gas, and other emission producing sources. The mentioned sources are identified below.

Auto Emissions. The amount of gasoline consumed per year can be estimated by multiplying the total miles traveled per project trip by the United States fuel economy average of 30.1 miles per gallon (BTS, 2012). Combustion of one gallon of gasoline produces about 19.64 pounds (9.91 kilograms) of CO_2 (US EIA, 2011).

Electrical Power Emissions. Electrical power GHG emissions are a function of total project demand. Approximately 661 pounds of CO_2e is produced for each megawatt hour of power generated by California electrical suppliers (U.S EPA, 2012b).

Natural Gas Emissions. GHG emissions associated with the combustion of natural gas are a function of natural gas use at buildout and CO_2 emissions produced when a unit of natural gas is combusted. Natural gas produces approximately 54.50 kilograms of CO_2 per 1,000 cubic feet combusted (US EPA, 2011).

Other Natural Gas Emissions. Emissions not included above include methane emissions from sources such as wastewater treatment plants, landfilled solid waste, and potentially other non- CO_2 GHG emissions that occur as a result of a project. Landfill emissions are separately regulated and methane gas recovery is a required element of that regulatory program.

4.15.2 Regulatory Framework

International Regulations

The United States is, and has been, a participant in the United Nations Framework Convention on Climate Change (UNFCCC) since it was produced by the United Nations in 1992. The UNFCCC is an international environmental treaty with the objective of, "stabilization of GHG concentrations in the atmosphere at a level that would prevent dangerous anthropogenic interference with the climate system." This is generally understood to be achieved by stabilizing global GHG concentrations between 350 and 400 ppm, in order to limit the global average temperature increases between 2 and 2.4°C above pre-industrial levels (IPCC 2007). The UNFCC itself does not set limits on GHG emissions for individual countries or enforcement mechanisms. Instead, the treaty provides for updates, called "protocols," that would identify mandatory emissions limits.

Five years later, the UNFCC brought nations together again to draft the Kyoto Protocol (1997). The Kyoto Protocol established commitments for industrialized nations to reduce their collective emissions of six GHGs (CO_2, CH_4, N_2O, SF_6, HFCs, and PFCs) to 5.2 percent below 1990 levels by 2012. The United States is a signatory of the Kyoto Protocol, but Congress has not ratified it and the United States has not bound itself to the Protocol's commitments (UNFCCC, 2007). The first commitment period of the Kyoto Protocol ended in 2012. Governments, including 38 industrialized countries, agreed to a second commitment period of the Kyoto Protocol, beginning January 1, 2013 and ending either on December 31, 2017 or December 31, 2020, to be decided by the Ad Hoc Working Group on Further Commitments for Annex I Parties under the Kyoto Protocol at its seventeenth session (UNFCCC, November 2011).

In Durban (17th session of the Conference of the Parties in Durban, South Africa, December 2011), governments decided to adopt a universal legal agreement on climate change as soon as possible, but not later than 2015. Work will begin on this immediately under a new group called the Ad Hoc Working Group on the Durban Platform for Enhanced Action. Progress was also made regarding the creation of a Green Climate Fund (GCF) for which a management framework was adopted (UNFCCC, December 2011;United Nations, September 2012).

Federal Regulations

The United States is currently using a voluntary and incentive-based approach toward emissions reductions in lieu of the Kyoto Protocol's mandatory framework. The Climate Change Technology Program (CCTP) is a multi-agency research and development coordination effort (led by the Secretaries of Energy and Commerce) that is charged with carrying out the President's National Climate Change Technology Initiative (U.S. EPA, December 2007). However, the voluntary approach to address climate change and greenhouse gas emissions may be changing. The United States Supreme Court in Massachusetts et al. v. Environmental Protection Agency et al. ([2007] 549 U.S. 05-1120) held that the U.S. EPA has the authority to regulate motor-vehicle GHG emissions under the federal Clean Air Act.

The U.S. EPA issued a Final Rule for mandatory reporting of GHG emissions in October 2009. This Final Rule applies to fossil fuel suppliers, industrial gas suppliers, direct GHG emitters, and

manufacturers of heavy-duty and off-road vehicles and vehicle engines, and requires annual reporting of emissions. The first annual reports were due in March 2011.

On May 13, 2010, the U.S. EPA issued a Final Rule that took effect on January 2, 2011, setting a threshold of 75,000 million tons (MT) CO_2e per year for GHG emissions. New and existing industrial facilities that meet or exceed that threshold will require a permit after that date. On November 10, 2010, the U.S. EPA published the "PSD and Title V Permitting Guidance for Greenhouse Gases." The U.S. EPA's guidance document is directed at state agencies responsible for air pollution permits under the Federal Clean Air Act to help them understand how to implement GHG reduction requirements while mitigating costs for industry. It is expected that most states will use the U.S. EPA's new guidelines when processing new air pollution permits for power plants, oil refineries, cement manufacturing, and other big pollution point sources.

On January 2, 2011, the U.S. EPA implemented the first phase of the Tailoring Rule for GHG emissions Title V Permitting. Under the first phase of the Tailoring Rule, all new sources of emissions are subject to GHG Title V permitting if they are otherwise subject to Title V for another air pollutant and they emit at least 75,000 MT CO2E per year. Under Phase 1, no sources were required to obtain a Title V permit solely due to GHG emissions. Phase 2 of the Tailoring Rule went into effect July 1, 2011. At that time new sources were subject to GHG Title V permitting if the source emits 100,000 MT CO2E per year, or they are otherwise subject to Title V permitting for another pollutant and emit at least 75,000 MT CO2E per year.

California Regulations

Assembly Bill (AB) 1493 (2002), referred to as "Pavley," requires ARB to develop and adopt regulations to achieve "the maximum feasible and cost-effective reduction of GHG emissions from motor vehicles." On June 30, 2009, EPA granted the waiver of Clean Air Act preemption to California for its greenhouse gas emission standards for motor vehicles beginning with the 2009 model year. Pavley I took effect for model years starting in 2009 to 2016 and Pavley II, which is now referred to as "LEV (Low Emission Vehicle) III GHG" will cover 2017 to 2025. Fleet average emission standards would reach 22 per cent reduction by 2012 and 30 per cent by 2016.

In 2005, former Governor Schwarzenegger issued Executive Order (EO) S-3-05, establishing statewide GHG emissions reduction targets. EO S-3-05 provides that by 2010, emissions shall be reduced to 2000 levels; by 2020, emissions shall be reduced to 1990 levels; and by 2050, emissions shall be reduced to 80 percent of 1990 levels (CalEPA, 2006). In response to EO S-3-05, CalEPA created the Climate Action Team (CAT), which in March 2006 published the Climate Action Team Report (the "2006 CAT Report") (CalEPA, 2006). The 2006 CAT Report identified a recommended list of strategies that the state could pursue to reduce GHG emissions. These are strategies that could be implemented by various state agencies to ensure that the emission reduction targets in EO S-3-05 are met and can be met with existing authority of the state agencies. The strategies include the reduction of passenger and light duty truck emissions, the reduction of idling times for diesel trucks, an overhaul of shipping technology/infrastructure, increased use of alternative fuels, increased recycling, and landfill methane capture, etc.

California's major initiative for reducing GHG emissions is outlined in Assembly Bill 32 (AB 32), the "California Global Warming Solutions Act of 2006," signed into law in 2006. AB 32 codifies the Statewide goal of reducing GHG emissions to 1990 levels by 2020 (essentially a 15% reduction below 2005 emission levels; the same requirement as under S-3-05), and requires ARB to prepare a Scoping Plan that outlines the main State strategies for reducing GHGs to meet the 2020 deadline. In addition, AB 32 requires ARB to adopt regulations to require reporting and verification of statewide GHG emissions.

After completing a comprehensive review and update process, the ARB approved a 1990 statewide GHG level and 2020 limit of 427 MMT CO_2e. The Scoping Plan was approved by ARB on December 11, 2008, and includes measures to address GHG emission reduction strategies related to energy efficiency, water use, and recycling and solid waste, among other measures. The Scoping Plan includes a range of GHG reduction actions that may include direct regulations, alternative compliance mechanisms, monetary and non-monetary incentives, voluntary actions, and market-based mechanisms.

Executive Order S-01-07 was enacted on January 18, 2007. The order mandates that a Low Carbon Fuel Standard ("LCFS") for transportation fuels be established for California to reduce the carbon intensity of California's transportation fuels by at least 10 percent by 2020.

Senate Bill (SB) 97, signed in August 2007, acknowledges that climate change is an environmental issue that requires analysis in California Environmental Quality Act (CEQA) documents. In March 2010, the California Resources Agency (Resources Agency) adopted amendments to the *State CEQA Guidelines* for the feasible mitigation of GHG emissions or the effects of GHG emissions. The adopted guidelines give lead agencies the discretion to set quantitative or qualitative thresholds for the assessment and mitigation of GHGs and climate change impacts.

Senate Bill (SB) 375, signed in August 2008, enhances the State's ability to reach AB 32 goals by directing ARB to develop regional greenhouse gas emission reduction targets to be achieved from vehicles for 2020 and 2035. In addition, SB 375 directs each of the state's 18 major Metropolitan Planning Organizations (MPO) to prepare a "sustainable communities strategy" (SCS) that contains a growth strategy to meet these emission targets for inclusion in the Regional Transportation Plan (RTP). On September 23, 2010, ARB adopted final regional targets for reducing greenhouse gas emissions from 2005 levels by 2020 and 2035. The Southern California Association of Governments (SCAG), which is the MPO for Pomona, was assigned targets of an 8% reduction in GHGs from transportation sources by 2020 and a 13% reduction in GHGs from transportation sources by 2035. In the SCAG region, SB 375 also provides the option for the coordinated development of subregional plans by the subregional councils of governments and the county transportation commissions to meet SB 375 requirements. SCAG adopted an RTP/SCS in 2012 for the planning period of 2012 through 2035, the primary goal of which is to provide a vision for future growth in Southern California that will reduce per capita GHG emissions by the SCAG GHG reduction goals.

ARB Resolution 07-54 establishes 25,000 metric tons of GHG emissions as the threshold for identifying the largest stationary emission sources in California for purposes of requiring the annual reporting of emissions. This threshold is just over 0.005 percent of California's total inventory of GHG emissions for 2004.

In April 2011, Governor Brown signed SB 2X requiring California to generate 33% of its electricity from renewable energy by 2020.

For more information on the Senate and Assembly bills, Executive Orders, and reports discussed above, and to view reports and research referenced above, please refer to the following websites: www.climatechange.ca.gov and http://www.arb.ca.gov/cc/cc.htm.

4.15.3 Thresholds of Significance

Pursuant to the requirements of SB 97, the Resources Agency adopted amendments to the *State CEQA Guidelines* for the feasible mitigation of GHG emissions or the effects of GHG emissions in March 2010. These guidelines are used in evaluating the cumulative significance of GHG emissions from the proposed project. For individual projects, the significance of GHG emissions may be evaluated based on locally adopted quantitative thresholds, or consistency with a regional GHG reduction plan. Neither the SCAQMD nor the City of Pomona has adopted quantitative GHG emission thresholds, though the proposed Green Plan sets out the State-recommended GHG reduction target of 15% below 2007 emissions levels by 2020 as a target for the City. Several air districts have recommended or adopted quantitative bright-line and/or per capita (efficiency) GHG emission thresholds. The use of a bright-line GHG emission threshold would not be appropriate for the General Plan Update and Corridors Specific Plan, since this type of threshold is generally developed for analysis of individual projects, while the General Plan Update and Corridors Specific Plan EIR considers the cumulative effect of all individual projects within the City. Therefore, a per capita GHG emissions threshold is considered the most appropriate quantitative threshold for the Plan.

In addition, as described in Section 4.15.2 (Regulatory Framework), SB 375 required SCAG to adopt a Sustainable Communities Strategy (SCS) as part of its Regional Transportation Plan (RTP). SCAG adopted an RTP/SCS in 2012 for the planning period of 2012 through 2035, the primary goal of which is to provide a vision for future growth in Southern California that will reduce per capita GHG emissions by 8% by 2020 and 13% by 2035. Therefore, for the purposes of this EIR, the following thresholds of significance would apply:

- Increase per capita GHG emissions.
- Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of GHGs.

4.15.4 Project Impacts and Mitigation

Project Impacts

Threshold	Would the proposed project increase per capita GHG emissions?

Impact 4.15-1 **Implementation of the proposed General Plan Update and Corridors Specific Plan would generate new greenhouse gas emissions, directly and indirectly. However, policies contained in the General Plan Update and Corridors Specific Plan and Green Plan, as well as pedestrian and bicycle**

improvements in the ATP, aimed at limiting vehicle use and energy consumption would also reduce per capita GHG emissions, consistent with the goals of the Southern California Association of Governments 2012–2035 Regional Transportation Plan/Sustainable Communities Strategy. Impacts would therefore be Class III, *less than significant*.

Development facilitated by the General Plan Update and Corridors Specific Plan would generate new GHG emissions through vehicle use and energy consumption. The General Plan Update and Corridors Specific Plan would facilitate intensified development throughout the current City limits, which would generally increase vehicle use. Overall, vehicle miles traveled would be expected to increase with buildout of the two Plans, which would incrementally increase total GHG emissions from the city. Development facilitated by the General Plan Update and Corridors Specific Plan would also generate new GHG emissions through energy consumption. However, the total anticipated increase in GHG emissions would be counterbalanced by the land use, community design, and conservation policies and strategies included in the General Plan Update, Corridors Specific Plan development code and Green Plan that encourage compact development; promote the establishment and practice of alternative transit, pedestrian, and biking as a mode of transportation; encourage and the development and use of renewable energy resources; and reduce overall per capita energy consumption. The policies described under *Proposed General Plan Update Goals and Policies*, below, would reduce per capita GHG and other air pollutant emissions, consistent with the goals of the SCAG 2012–2035 RTP/SCS and the GHG emission reduction targets set by SB 375. The proposed bicycle and pedestrian improvements included in the ATP would implement some of these policies as would the proposed strategies outlined in the Green Plan.

Implementation of these General Plan Update and Corridors Specific Plan policies would help achieve the GHG reduction strategies in the 2012–2035 RTP/SCS, which include strategies focusing on four key areas:

- A Land Use growth pattern that accommodates the region's future employment and housing needs and protects sensitive habitat and natural resource areas;
- A Transportation Network that consists of public transit, highways, local streets, bikeways, and walkways;
- Transportation Demand Management (TDM) measures that reduce peak-period demand on the transportation network; and
- Transportation System Management (TSM) measures that maximize the efficiency of the transportation network.

The General Plan Update would specifically address the following 2012–2035 RTP/SCS strategies, from Table 4.3 through Table 4.7 of the 2012–2035 RTP/SCS:

- Update local zoning codes, General Plans, and other regulatory policies to accelerate adoption of land use strategies included in the 2012-2035 RTP/SCS Plan Alternative, or that have been formally adopted by any sub-regional COG that is consistent with regional goals.
- Update local zoning codes, General Plans and other regulatory policies to promote a more balanced mix of residential, commercial, industrial, recreational, and institutional uses located to provide options and to contribute to the resiliency and vitality of neighborhoods and districts.
- Support projects, programs, policies, and regulations that encourage the development of complete communities, which includes a diversity of housing choices and educational

opportunities, jobs for a variety of skills and education, recreation and culture, and a full-range of shopping, entertainment, and services all within a relatively short distance.

- Pursue joint development opportunities to encourage the development of housing and mixed-use projects around existing and planned rail stations or along high-frequency bus corridors, in transit-oriented development areas, and in neighborhood-serving commercial areas.
- Collaborate with local jurisdictions to plan and develop residential and employment development around current and planned transit stations and neighborhood commercial centers.
- Encourage the development of telecommuting programs by employers through review and revision of policies that may discourage alternative work options.
- Work with state and local transportation authorities to increase the efficiency of the existing transportation system.

Pursuant to SB 375, ARB set per capita GHG emission reduction targets from passenger vehicles for each of the state's 18 MPOs. For the SCAG region, the targets set are eight percent below 2005 per capita emissions levels by 2020 and 13 percent below 2005 per capita emissions levels by 2035. As shown in Table 4.15-1, the 2012–2035 RTP/SCS achieves per capita GHG reductions relative to 2005 of nine percent in 2020 and 16 percent in 2035.

Table 4.15-1RTP/SCS per Capita Greenhouse Gas Reductions

Year	CO_2 per Capita (lbs/day)	CO_2 per Capita Reductions Compared to 2005		
		Travel Demand Model*	4D Model**	Total
2005	23.8	N/A	N/A	N/A
2020	21.6	-9%	N/A	-9%
2035	20.5	-14%	-2%	-16%

* Includes Transportation Demand Management (TDM), Transportation Systems Management (TSM), active transportation.

** The SCAG 4D Model captures the benefits of land use and transportation coordination that are not captured directly by the Travel Demand Model.

Source: SCAG 2012-2035 RTP/SCS Appendix, Table 8.

As discussed above, implementation of the General Plan Update and Corridors Specific Plan policies would help achieve the goals of the 2012–2035 RTP/SCS, which would contribute to achievement of the SCAG goal for per capita GHG emissions reductions required by SB 375. Therefore, implementation of General Plan Update policies, with which the Corridors Specific Plan is consistent, is expected to reduce per capita GHG emissions, and reduce regional GHG emissions as compared to the "business as usual" scenario.

In addition, the General Plan Update includes land use strategies to reduce vehicle trips and reduce GHG emissions. In particular, Policy 7D.G9 promotes expanding the choices of available transportation modes to effectively increase the freedom of movement for Pomona's residents and reduce reliance on the automobile. Policy 7E.P37 promotes energy efficient patterns of development by implementing the vision of a compact, clustered, transit oriented City structure. Policy 7D.P48 calls for development of an Active Transportation Plan that provides guidelines for public corridors, crosswalks, pathways and stairs, as well as policies for pedestrian improvement projects and priorities. The ATP has been developed and is part of the proposed project considered in this EIR. Integration of residential uses with retail and

commercial uses, along with enhancing the pedestrian network would encourage alternative transportation and discourage vehicle trips.

The Conservation Component includes specific policies to reduce GHG emissions from energy use. Policy 7E.P36 calls for preparation of a Green Plan to guide the City's efforts towards reduced energy use and increased energy efficiency, particularly in support of reducing GHG emissions. The Green Plan has been developed and is part of the proposed project. An Energy Action Plan, included as Appendix B of the proposed Green Plan sets community electricity reduction targets of 5% below the 2007 baseline for residential electricity levels by 2020 and 10% below the 2007 baseline for non-residential levels by 2020. Implementation of the strategies outlined in the Energy Action Plan would achieve these targets. The Energy Action Plan also sets the goal of reducing municipal energy use by 15% below the 2007 baseline by 2020. As discussed in the Energy Action Plan, the City has already begun to implement projects which work towards achievement of that target. Goal 7E.G21 of the General Plan Update also encourages increasing the citywide energy supply from renewable resources as does the Renewable Energy Strategy included in Chapter 4 of the draft Green Plan. Policy 7E.P34 calls for increased public education programs regarding waste reduction techniques and diversion strategies, such as recycling in order to reduce solid waste, which would reduce GHG emissions from landfills. This policy is supported by the strategies in the Green Plan, which are aimed at encouraging waste reduction and increased recycling in both community and internal (City) facility operations.

Because the General Plan Update, Corridors Specific Plan, ATP and Green 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 (refer to Impact 4.15-2 for additional detailed analysis of Plan consistency with the RTP/SCS), the proposed project would be consistent with the goals of SB 375, and would contribute to long-term reductions in per capita GHG emissions. Impacts would be **less than significant**.

Threshold	Would the proposed project conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of GHGs?

Impact 4.15-2 **The proposed General Plan Update, Corridors Specific Plan, ATP and Green Plan are consistent the goals and strategies contained in the SCAG 2012-2035 RTP/SCS to reduce per capita GHG emissions. Impacts would therefore be Class III, *less than significant*.**

As described in Section 4.15.2 (Regulatory Framework), SB 375 required SCAG to adopt a Sustainable Communities Strategy (SCS) as part of its Regional Transportation Plan (RTP). SCAG adopted an RTP/SCS in 2012 for the planning period of 2012 through 2035, the primary goal of which is to provide a vision for future growth in Southern California that will reduce per capita GHG emissions by 8% by 2020 and 13% by 2035.

The proposed General Plan Update, Corridors Specific Plan, ATP and Green Plan promote a more compact, efficient land use pattern for Pomona, and include a variety of land use, community design, and conservation policies specifically intended to reduce energy consumption, vehicle miles traveled, and associated emissions of GHG and other air pollutants. The consistency of the General Plan Update with applicable policies from SCAG's RTP/SCS is evaluated in Table 4.15-2. As shown, the General Plan

Update would be consistent with all of the strategies identified below to reduce GHG emissions in California, and these policies would help maintain or reduce per capita emissions in Pomona. The Corridors Specific Plan, ATP and Green Plan are all implementation tools of the General Plan Update and are therefore also consistent with the SCAG goals and policies listed in Table 4.15-2. Impacts would be less than significant.

Table 4.15-2 General Plan Update and Corridors Specific Plan Consistency with SCAG 2012-2035 RTP/SCS

2012-2035 RTP/SCS	General Plan Update Policies
GOALS	
Better Placemaking Create better places to live and work through compact development, varied housing options, bike and pedestrian improvements, and efficient transportation infrastructure in order to reduce travel time and relieve road congestion.	**Goal 7B.G12:** Promote housing—especially move-up workforce housing—of various types in diverse settings that serve the needs of Pomona's core household population while also attracting compact, one- and two-person households. **Policy 7B.P5:** Use regulations, capital improvements, and economic incentives to support and encourage development of housing types that are attractive to compact one and two person households. **Policy 7D.P9:** Prepare an Active Transportation Plan [the draft of which is included as part of the proposed project] to improve neighborhood connectivity for bicycles, pedestrians, and neighborhood electric vehicles (NEV). • Identify arterial routes suitable for NEVs with and without capital enhancements. • Minimize pavement widths (curb to curb) to the minimum necessary to ensure traffic flow and safety, to discourage speeding through residential neighborhoods and to prioritize pedestrians, bicycle movement, and transit where appropriate. • Provide continuous and consistent street tree planting along parkways or within individual neighborhoods. • Provide sidewalks on both sides of the street (except in hillside areas). • Minimize and consolidate curb cuts, especially in residential neighborhoods, emphasizing continuous, unbroken curb lengths. • Shorten or subdivide the length of blocks with vehicular or pedestrian connections to allow for ease of pedestrian circulation. • Encourage the use of alleys as part of a comprehensively designed neighborhood pattern of streets, providing additional connectivity through the neighborhood and the opportunity to locate garages off of neighborhood streets. Where alleys are present, enforce off -street garage placement by prohibiting curb cuts and garage entrances from neighborhood streets. **Policy 7D.P13:** Develop a Citywide Intelligent Transportation Systems (ITS) plan to maximize the efficiency of the transportation system through advanced technologies, such as adaptive signal controls, CCTV cameras, real-time transit information and real-time parking availability. **Policy 7E.P37:** Promote energy efficient patterns of development by implementing the vision of compact, clustered, transit oriented City structure outlined in Section 6. Pomona Tomorrow.
Lower Cost to Taxpayers and Families Reduce the cost of development for taxpayers and reduce the everyday costs of housing and transportation by creating more compact neighborhoods and placing everyday destinations closer to homes and closer to one another.	**Policy 7E.P37:** Promote energy efficient patterns of development by implementing the vision of compact, clustered, transit oriented City structure outlined in Section 6. Pomona Tomorrow.

Table 4.15-2 General Plan Update and Corridors Specific Plan Consistency with SCAG 2012-2035 RTP/SCS

2012-2035 RTP/SCS	General Plan Update Policies
Benefits to Public Health and the Environment Better placemaking will encourage an active lifestyle and reduce impacts to natural environments.	**Policy 7E.P2:** Contribute to regional goals of conserving wildlife ecosystems, sensitive habitat areas, and undeveloped land by promoting a more efficient pattern of development within the City as illustrated in the Pomona Tomorrow General Plan diagram. **Policy 7E.P37:** Promote energy efficient patterns of development by implementing the vision of compact, clustered, transit oriented City structure outlined in Section 6. Pomona Tomorrow.
Greater Responsiveness to Demographics and the Changing Housing Market Strategies focused on high-quality places, compact infill development, and more housing and transportation choices will be responsive to newly emerging market forces.	**Goal 6B.G9:** Provide opportunities for local businesses, incubator uses and compatible housing types such as live-work in areas adjacent to Downtown. **Policy 6B.P8:** Adopt focused amendments to the Downtown Pomona Specific Plan to: • Clarify the pattern and distribution of various types of retail uses to ensure that the most activity generating retail uses are located in the Downtown Core. • Promote new housing in and around Downtown. • Strengthen Downtown's role as an active workplace district that supports profitable and innovative businesses. • Provide additional entertainment and cultural venues within the Arts District. • Expand the mix of uses within the Antiques District, allowing it to grow with new retail and residential uses that support adjacent university and employment areas. • Encourage adaptive reuse of existing industrial buildings for live/work and artist loft uses. • Encourage adaptive re-use of historic structures in the Edison District, a National Register district on the western edge of Downtown. • Allow greater building heights near the Metrolink station and greater intensities in high activity areas. • Establish requirements for public parks, plazas, gathering places and other types of open spaces throughout Downtown. • Pursue public-private partnerships, utilize redevelopment funds, and provide development incentives to help make new Downtown housing more feasible. **Goal 6B.G22:** Following Lanterman Center closure: Establish a pedestrian friendly and transit oriented mixed-use village which includes, but is not limited to, a research and development campus, resort/resort-style community, regional entertainment destinations, transit oriented housing, and/or a nature park in its unique and historic natural setting. **Policy 6D.P4:** Where appropriate, extend housing, office, and/or lodging entitlements to properties currently zoned to permit retail but which are no longer advantageously positioned for new retail investment. **Goal 7D.G9:** Expand the choices of available transportation modes to effectively increase the freedom of movement for Pomona's residents and reduce reliance on the automobile. **Policy 7E.P37:** Promote energy efficient patterns of development by implementing the vision of compact, clustered, transit oriented City structure outlined in Section 6. Pomona Tomorrow. **Goal 7F.G4**: Ensure high quality new development and redevelopment

Table 4.15-2 General Plan Update and Corridors Specific Plan Consistency with SCAG 2012-2035 RTP/SCS

2012-2035 RTP/SCS	General Plan Update Policies
	throughout the City that is designed appropriately to add value to its surrounding context.
Improved Access and Mobility Placing destinations closer together and increasing alternative transportation options to decrease the time and cost of traveling between destinations.	**Policy 7D.P22:** Prepare a Public Transportation Masterplan to establish a framework for coordinating with transit operators and agencies to address: • Transit and transportation network/facility improvements. • Transit routes and headways • Funding sources and shared responsibility for improvements **Policy 7D.P29:** Work with Metrolink to monitor the potential for increased service and promote development of additional stations in Pomona near the Lanterman Center and the Fairplex. **Policy 7D.P30:** Collaborate with Cal Poly to promote measures to enhance transit access and service at the campus. **Policy 7E.P37:** Promote energy efficient patterns of development by implementing the vision of compact, clustered, transit oriented City structure outlined in Section 6. Pomona Tomorrow.
STRATEGIES	
A Land Use growth pattern that accommodates the region's future employment and housing needs and protects sensitive habitat and natural resource areas.	**Goal 6B.G9:** Provide opportunities for local businesses, incubator uses and compatible housing types such as live-work in areas adjacent to Downtown. **Policy 6B.P8:** Adopt focused amendments to the Downtown Pomona Specific Plan to: • Clarify the pattern and distribution of various types of retail uses to ensure that the most activity generating retail uses are located in the Downtown Core. • Promote new housing in and around Downtown. • Strengthen Downtown's role as an active workplace district that supports profitable and innovative businesses. • Provide additional entertainment and cultural venues within the Arts District. • Expand the mix of uses within the Antiques District, allowing it to grow with new retail and residential uses that support adjacent university and employment areas. • Encourage adaptive reuse of existing industrial buildings for live/work and artist loft uses. • Encourage adaptive re-use of historic structures in the Edison District, a National Register district on the western edge of Downtown. • Allow greater building heights near the Metrolink station and greater intensities in high activity areas. • Establish requirements for public parks, plazas, gathering places and other types of open spaces throughout Downtown. • Pursue public-private partnerships, utilize redevelopment funds, and provide development incentives to help make new Downtown housing more feasible. **Goal 6B.G22:** Following Lanterman Center closure: Establish a pedestrian friendly and transit oriented mixed-use village which includes, but is not limited to, a research and development campus, resort/resort-style community, regional entertainment destinations, transit oriented housing, and/or a nature

Table 4.15-2 General Plan Update and Corridors Specific Plan Consistency with SCAG 2012-2035 RTP/SCS

2012-2035 RTP/SCS	General Plan Update Policies
	park in its unique and historic natural setting. **Policy 6D.P4:** Where appropriate, extend housing, office, and/or lodging entitlements to properties currently zoned to permit retail but which are no longer advantageously positioned for new retail investment. **Policy 7B.P2:** Pursue economic development opportunities in areas of change focusing on priority action areas and on targeted sites that can help support the vision for Pomona tomorrow and catalyze private development. **Policy 7E.P2:** Contribute to regional goals of conserving wildlife ecosystems, sensitive habitat areas, and undeveloped land by promoting a more efficient pattern of development within the City as illustrated in the Pomona Tomorrow General Plan diagram.
A Transportation Network that consists of public transit, highways, local streets, bikeways, and walkways.	**Goal 7D.G1:** Distribute vehicular, transit, bicycle, and pedestrian traffic appropriately throughout the City. **Policy 7D.P22:** Prepare a Public Transportation Masterplan to establish a framework for coordinating with transit operators and agencies to address: • Transit and transportation network/facility improvements. • Transit routes and headways • Funding sources and shared responsibility for improvements **Policy 7D.P29:** Work with Metrolink to monitor the potential for increased service and promote development of additional stations in Pomona near the Lanterman Center and the Fairplex. **Policy 7D.P30:** Collaborate with Cal Poly to promote measures to enhance transit access and service at the campus. **Policy 7D.P34:** Develop an Active Transportation Plan [the draft of which is included as part of the proposed project] that provides guidelines for public corridors, crosswalks, pathways and stairs, as well as policies for pedestrian improvement projects and priorities. **Policy 7D.P48:** Develop an Active Transportation Plan [the draft of which is included as part of the proposed project] to establish potential bikeway corridors, prioritize improvements and qualify for state bicycle funding. **Policy 7D.P50:** Implement the Active Transportation Plan including installation of marked, on-street bike lanes such as along the potential bike routes identified on Fig.7-D.16 Conceptual Bikeway Network.
Transportation System Management (TSM) measures that maximize the efficiency of the transportation network.	**Policy 7D.P13:** Develop a Citywide Intelligent Transportation Systems (ITS) plan to maximize the efficiency of the transportation system through advanced technologies, such as adaptive signal controls, CCTV cameras, real-time transit information and real-time parking availability.

Source: Southern California Association of Governments, 2012-2035 RTP/SCS

Proposed General Plan Update Goals and Policies

The proposed General Plan Update contains numerous goals and policies related to reducing GHG emissions, the most relevant of which are identified below.

Goals

6B.G9 Provide opportunities for local businesses, incubator uses and compatible housing types such as live-work in areas adjacent to Downtown.

6B.G22 Following Lanterman Center closure: Establish a pedestrian friendly and transit oriented mixed-use village which includes, but is not limited to, a research and development campus, resort/resort-style community, regional entertainment destinations, transit oriented housing, and/or a nature park in its unique and historic natural setting.

7B.G12 Promote housing—especially move-up workforce housing—of various types in diverse settings that serve the needs of Pomona's core household population while also attracting compact, one- and two-person households.

7D.G1 Distribute vehicular, transit, bicycle, and pedestrian traffic appropriately throughout the City.

7D.G9 Expand the choices of available transportation modes to effectively increase the freedom of movement for Pomona's residents and reduce reliance on the automobile.

7F.G4 Ensure high quality new development and redevelopment throughout the City that is designed appropriately to add value to its surrounding context.

Policies

6B.P8 Adopt focused amendments to the Downtown Pomona Specific Plan to:

- Clarify the pattern and distribution of various types of retail uses to ensure that the most activity generating retail uses are located in the Downtown Core.
- Promote new housing in and around Downtown.
- Strengthen Downtown's role as an active workplace district that supports profitable and innovative businesses.
- Provide additional entertainment and cultural venues within the Arts District.
- Expand the mix of uses within the Antiques District, allowing it to grow with new retail and residential uses that support adjacent university and employment areas.
- Encourage adaptive reuse of existing industrial buildings for live/work and artist loft uses.
- Encourage adaptive re-use of historic structures in the Edison District, a National Register district on the western edge of Downtown.
- Allow greater building heights near the Metrolink station and greater intensities in high activity areas.
- Establish requirements for public parks, plazas, gathering places and other types of open spaces throughout Downtown.
- Pursue public-private partnerships, utilize redevelopment funds, and provide development incentives to help make new Downtown housing more feasible.

6D.P4 Where appropriate, extend housing, office, and/or lodging entitlements to properties currently zoned to permit retail but which are no longer advantageously positioned for new retail investment.

7B.P2 Pursue economic development opportunities in areas of change focusing on priority action areas and on targeted sites that can help support the vision for Pomona tomorrow and catalyze private development.

7B.P5 Use regulations, capital improvements, and economic incentives to support and encourage development of housing types that are attractive to compact one and two person households.

7D.P9 Prepare an Active Transportation Plan to improve neighborhood connectivity for bicycles, pedestrians, and neighborhood electric vehicles (NEV).

- Identify arterial routes suitable for NEVs with and without capital enhancements.
- Minimize pavement widths (curb to curb) to the minimum necessary to ensure traffic flow and safety, to discourage speeding through residential neighborhoods and to prioritize pedestrians, bicycle movement, and transit where appropriate.
- Provide continuous and consistent street tree planting along parkways or within individual neighborhoods.
- Provide sidewalks on both sides of the street (except in hillside areas).
- Minimize and consolidate curb cuts, especially in residential neighborhoods, emphasizing continuous, unbroken curb lengths.
- Shorten or subdivide the length of blocks with vehicular or pedestrian connections to allow for ease of pedestrian circulation.
- Encourage the use of alleys as part of a comprehensively designed neighborhood pattern of streets, providing additional connectivity through the neighborhood and the opportunity to locate garages off of neighborhood streets. Where alleys are present, enforce off -street garage placement by prohibiting curb cuts and garage entrances from neighborhood streets. [note: the draft ATP is included as part of the proposed project]

7D.P13 Develop a Citywide Intelligent Transportation Systems (ITS) plan to maximize the efficiency of the transportation system through advanced technologies, such as adaptive signal controls, CCTV cameras, real-time transit information and real-time parking availability.

7D.P22 Prepare a Public Transportation Masterplan to establish a framework for coordinating with transit operators and agencies to address:

- Transit and transportation network/facility improvements.
- Transit routes and headways
- Funding sources and shared responsibility for improvements

7D.P29 Work with Metrolink to monitor the potential for increased service and promote development of additional stations in Pomona near the Lanterman Center and the Fairplex.

7D.P30 Collaborate with Cal Poly to promote measures to enhance transit access and service at the campus.

7D.P34 Develop an Active Transportation Plan that provides guidelines for public corridors, crosswalks, pathways and stairs, as well as policies for pedestrian improvement projects and priorities. [note: the draft ATP is included as part of the proposed project]

7D.P48 Develop an Active Transportation Plan to establish potential bikeway corridors, prioritize improvements and qualify for state bicycle funding. [note: the draft ATP is included as part of the proposed project]

7D.P50 Implement the Active Transportation Plan including installation of marked, on-street bike lanes such as along the potential bike routes identified on Fig.7-D.16 Conceptual Bikeway Network.

7E.P2 Contribute to regional goals of conserving wildlife ecosystems, sensitive habitat areas, and undeveloped land by promoting a more efficient pattern of development within the City as illustrated in the Pomona Tomorrow General Plan diagram.

7E.P37 Promote energy efficient patterns of development by implementing the vision of compact, clustered, transit oriented City structure outlined in Section 6 . Pomona Tomorrow.

Mitigation Measures

In the case of the adoption of a plan, such as a general plan, long range development plan, or plans for the reduction of GHG emissions, mitigation may include the identification of specific measures that may be implemented on a project-by-project basis. Mitigation may also include the incorporation of specific measures or policies found in an adopted ordinance or regulation that reduces the cumulative effect of emissions. However, as demonstrated above, the impacts of the proposed project related to GHG emissions would be less than significant without mitigation; therefore, mitigation is not required.

Level of Significance After Policies/Mitigation Measures

The impacts of the proposed project related to GHG emissions would be less than significant without mitigation and mitigation is not required.

CHAPTER 5 Other CEQA Considerations

This section discusses other issues for which CEQA requires analysis in addition to the specific issue areas discussed in Section 4.0, *Environmental Impact Analysis*. These additional issues include the potential to induce growth, significant and irreversible impacts on the environment and less than significant environmental factors.

5.1 GROWTH INDUCING EFFECTS

Section 15126.2(d) of the *State CEQA Guidelines* requires that EIRs discuss the potential for projects to induce population or economic growth, either directly or indirectly. CEQA also requires a discussion of ways in which a project may remove obstacles to growth.

Population and Employment Growth

As discussed in Chapter 2, *Project Description*, it is anticipated that approximately 8,506 residential units would be facilitated within 13 Focus Areas due to implementation of the General Plan Update and Corridors Specific Plan (see Figure 2-10). Additional residential development/redevelopment would also be accommodated in other areas of the city, though given the built out nature of the city it would occur primarily in those areas identified in the General Plan Update as having the greatest potential for change (see Figure 2-6). Residential development in the Focus Areas could accommodate an estimated 23,498 residents, increased from an estimated 2,604 currently present. Further residential growth within the city could increase the total population to 197,400, in line with SCAG population forecasts for 2035 included in the 2012 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS). Such growth represents an approximately 30% increase in population over the more than 20-year timeframe of the General Plan Update and Corridors Specific Plan. As discussed in Chapter 2, *Project Description*, while the land use designations in the General Plan Update and Corridors Specific Plan could potentially accommodate higher levels of growth than envisioned by SCAG, the built out nature of the city, focus on infill development in the two plans, and state and regional demographic trends are anticipated to limit citywide growth to within the forecast amounts.

Further, residential density standards in the General Plan Update, expressed as a maximum number of housing units per net acre, would limit potential growth in population. The following policies in the General Plan Update would also place physical constraints on growth in the city:

Policy 7E.P2 Contribute to regional goals of conserving wildlife ecosystems, sensitive habitat areas, and undeveloped land by promoting a more efficient pattern of development within the City as illustrated in the Pomona Tomorrow General Plan diagram [in the General Plan Update].

Policy 7F.P10 Prohibit development on hillsides and ridgelines where structures would interrupt the skyline.

Consequently, no exceedance of the population forecasts upon which SCAG's RTP/SCS and the 2012 South Coast Air Quality Management Plan (AQMP) are based is anticipated. It is the specific purpose of

the General Plan Update and Corridors Specific Plan to accommodate the orderly development of Pomona. Therefore, by their nature, they are intended to reduce the potential for uncontrolled growth and associated environmental impacts.

Development facilitated by the General Plan Update and Corridors Specific Plans would add an estimated 24,759 jobs within the city. As described in Chapter 2.0, *Project Description*, this estimated figure is based on generation factors determined after review of current and predicted retail employment and non-retail employment per household.

Based the estimated job growth, the Plans would accommodate growth of about 45% over the 2012 level of employment in the city, bringing total employment to 80,208. This predicted employment level would exceed SCAG's 2035 employment forecast of 59,600. As described in Chapter 2.0, *Project Description*, this is a result of the higher level of predicted retail employment in the city. As discussed in Section 4.10, *Population and Housing*, the city does not currently provide sufficient jobs for the number of people living within the city. Therefore, the increase in employment in the city would not be expected to create substantial additional demand for housing. In addition, given that the increase in retail employment in the city would reduce the need for Pomona residents to travel outside the city to meet their retail needs, this could potentially lower vehicle miles traveled associated with retail spending.

Removal of Obstacles to Growth

Pomona is almost entirely built out. With the exception of existing natural preserves, most large land areas have been developed, including most of the more remote hillsides. As a result, few sites of sufficient size for large housing developments remain available. Further, there is limited potential for the city to expand outward, as it is largely surrounded by other incorporated cities in the inland coastal plain of Los Angeles. Thus, all new development envisioned as part of the plans would occur within Pomona's current incorporated boundary. As discussed in Section 2.0, *Project Description,* the General Plan Update and Corridors Specific Plan encourage the reuse and intensification of already developed areas. Most growth within the city is anticipated to consist of infill development and more efficient use/re-use of land rather than development on greenfield sites. Housing growth, for example, will primarily be accommodated through infill and redevelopment on properties currently served by existing transportation and utilities infrastructure.

Areas where development activity could occur include areas that are already served by existing infrastructure. Development of vacant lands would require new water and sewer connections. However, the General Plan Update and Corridors Specific Plan do not envision major infrastructure extensions, and any improvements would be primarily limited to replacement/upgrade of aging facilities and enhancement of existing infrastructure in key locations. In addition, as listed above, policies included in the General Plan Update limit development in hillside and other open space areas. Therefore, the General Plan Update and Corridors Specific Plans would not remove obstacles to growth.

5.2 IRREVERSIBLE ENVIRONMENTAL EFFECTS

The *State CEQA Guidelines* require that EIRs evaluating projects involving amendments to public plans, ordinances, or policies contain a discussion of significant irreversible environmental changes. CEQA also requires decisionmakers to balance the benefits of a proposed project against its unavoidable environmental risks in determining whether to approve a project. This section addresses non-renewable resources, the commitment of future generations to the proposed uses, and irreversible impacts associated with the proposed development.

Construction activity that would be accommodated under the General Plan Update and Corridors Specific Plan would involve the use of building materials and energy, some of which are non-renewable resources. Consumption of these resources would occur with any development in the region and are not unique to Pomona or the General Plan Update and Corridors Specific Plan. The addition of new residential and non-residential development in the city during the lifetime of the plans would irreversibly increase local demand for non-renewable energy resources such as petroleum and natural gas. Increasingly efficient building fixtures and automobile engines, as well as implementation of policies included in the General Plan Update and development code in the Corridors Specific Plan, are expected to offset the demand to some degree. It is not anticipated that growth accommodated under the General Plan Update would significantly affect local or regional energy supplies. For example, General Plan Update Policy 7E.P19 would encourage new development to incorporate sustainability design solutions such as those outlined in the LEED ratings systems; require high efficiency heating and other appliances in new and renovated residential units; and require new residential and commercial buildings to comply with or exceed requirements of CCR Title 24.

Growth facilitated by the General Plan Update and Corridors Specific Plan would require an irreversible commitment of law enforcement, fire protection, water supply, wastewater treatment, and solid waste disposal services. As discussed in Sections 4.11 and 4.14, impacts to public services and utilities would be reduced to a less than significant level with implementation of the policies and development standards included in the General Plan Update and Corridors Specific Plan.

The additional vehicle trips associated with growth under the Plans would incrementally increase local traffic, noise levels and regional air pollutant emissions. As discussed in Section 4.2, *Air Quality*, implementation of policies included in the General Plan Update and regional air pollution programs could reduce the air pollutant emissions associated with individual future development projects to below significance thresholds. As discussed in Section 4.9, *Noise*, potentially significant impacts would result from locating new development in proximity to rail lines and from the exposure of residential development to aircraft-related noise; however, these impacts would be reduced to a less than significant level with implementation of Mitigation Measures N-1 and HAZ-1 as well as implementation of proposed policies contained within the General Plan Update. As discussed in Section 4.13, *Transportation and Circulation,* proposed level of service performance standards could be met at all city intersections with implementation of Mitigation Measure T-1, except for the Pomona Boulevard and Temple Avenue intersection, since no feasible mitigation is available for possible impacts at that location. Two freeway segments in the Congestion Management Program for Los Angeles County would also operate at unacceptable levels of service. Traffic impacts could remain significant and unavoidable at these roadway facilities.

5.3 LESS THAN SIGNIFICANT ENVIRONMENTAL FACTORS

This section discusses those factors determined to be less than significant that do not require a full environmental impact analysis. Environmental Factors discussed in this section are limited to Mineral Resources.

Mineral Resources

The California Department of Conservation does not designate the city as being within a Significant Mineral Aggregate Resource Area (SMARA), nor is it located in an area with active mineral extraction activities. As a result, no impacts relating to mineral resource extraction are anticipated.

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CHAPTER 6 **Alternatives**

6.1 INTRODUCTION

As required by Section 15126.6 of the *State CEQA Guidelines*, this section of the EIR examines a range of alternatives to the City of Pomona General Plan Update, Corridors Specific Plan and ATP. Included in this analysis are two versions of the CEQA-required "no project" alternative (no further development and growth in accordance with the 1976 General Plan). In addition, a Lower Growth Alternative for the Lanterman Center and Fairplex Areas is proposed to address potential traffic impacts associated with planned growth in those areas. The alternatives are listed below:

- Alternative 1: No Project (No Further Development)
- Alternative 2: No Project (1976 General Plan)
- Alternative 3: Lower Growth Alternative – Lanterman Center

As required by CEQA, this section also includes a discussion of the "environmentally superior alternative" among those studied.

6.2 ALTERNATIVE 1: NO PROJECT/NO DEVELOPMENT ALTERNATIVE

6.2.1 Description

The "no project/no development" alternative assumes that no further residential development would occur in Pomona and that no new commercial, industrial, or infrastructure facilities would be constructed. It is assumed that the city's current population of approximately 149,950 would not change, though it should be recognized that the City cannot control whether or not population growth occurs. Absent additional housing to support future growth, any population growth in the city would likely be accommodated through increasing the number of persons per household. None of the impacts of the proposed General Plan Update or Corridors Specific Plan would result. Future conditions within the city, except for the impacts of regional growth, would generally be the same as existing conditions, which were described in the environmental setting section for each environmental topic.

This is a purely hypothetical alternative that is not realistic given that even if the proposed General Plan Update and Corridors Specific Plan are not adopted, property owners in Pomona would retain the development rights they have under the current General Plan.

6.2.2 Impact Evaluation

Implementation of this alternative would not facilitate any new physical changes, as it would not accommodate new development. As such, it would not have any of the adverse or positive effects associated with new development envisioned as part of the General Plan Update or Corridors Specific Plan. No new physical environmental effects would directly result from implementation of this alternative. Since no ground disturbance or demolition activities would be required, impacts associated with biological resources, cultural resources, hazards, or hydrology would not occur. With no new development, any potential changes to visual character, land use compatibility issues, or addition or loss of open space would not exist. There would also be less demand on utilities and public services with less additional development in the city. Additionally, with fewer residents and less development in the city than predicted under the General Plan Update and Corridors Specific Plan, traffic, air pollutant emissions, and noise levels, as well as exposure to geological hazards would be reduced. On the other hand, failure to accommodate growth in Pomona may push growth to outlying communities, with greater impacts to biological resources, hydrological conditions, and regional air quality.

This alternative would not implement any of the goals and policies proposed in the General Plan Update and Corridors Specific Plan that are anticipated to improve the aesthetic character of the city and protect natural resources. In addition, this alternative would not expand mixed use development that would place residential units in proximity to employment, transit and commercial centers and potentially reduce the number of commuters using private vehicles. The failure to facilitate the construction of additional housing and non-residential development could also potentially result in overcrowded conditions within the existing housing stock and a lack of jobs and/or retail shopping opportunities for local residents and visitors.

6.3 ALTERNATIVE 2: NO PROJECT/NO ACTION ALTERNATIVE (EXISTING GENERAL PLAN)

6.3.1 Description

This version of the "no project" alternative involves continued implementation of the 1976 General Plan. This alternative assumes that the existing General Plan policies would continue to facilitate development in accordance with the existing land use designations. The overall amount of growth anticipated to occur under the 1976 General Plan is roughly equivalent to what could be facilitated under the proposed General Plan Update; therefore, population growth within the city under the 1976 General Plan would also be expected to reach the SCAG forecast of 197,400 by 2035. However, growth in commercial development, in particular retail, would be lower under this alternative and thus more in line with SCAG employment forecasts.

The proposed General Plan Update, and Corridors Specific Plan would change where and how development would occur throughout the City. The 1976 General Plam would continue to facilitate development in the same pattern as is currently seen in the City, characterized by evenly distributed low-density residential neighborhoods, distinct industrial districts primarily located at the western and eastern

edges of the City, small to medium sized neighborhood retail clusters at most major intersections and dominant commercial districts along Pomona's east-west and north-south arterial corridors.

By contrast, the proposed General Plan Update and Corridors Specific Plan would facilitate intensification of development within those areas defined as Focus Areas and Areas with Potential for Change (see Figures 2-6 and 2-10 in Chapter 2, *Project Description*) through the re-use of properties, conversion of uses in response to market demand (e.g., office and industrial to residential), and more intense use of land as a result of mixed-use infill and new development. In the Focus Areas alone the General Plan Update would facilitate development of 3,474 single-family and 5,032 multi-family residential units as compared to the 369 single-family and 320 multi-family residential units currently present in those areas. Commercial retail square footage would also increase in those areas, rising from the current 2,757 square feet to 3,914 square feet under the General Plan Update and Corridors Specific Plan.

6.3.2 Impact Evaluation

Aesthetics

Development under the 1976 General Plan would continue the land use pattern currently existing in the City. As a result visibility of scenic vistas, the City's visual character and light and glare environment would be generally the same as currently present in the City. Overall, the aesthetic impact of this alternative would not be substantially different than that identified to occur throughout the City as a result of the proposed General Plan Update and Corridors Specific Plan, though it is anticipated that implementation of the current General Plan would have fewer benefits with respect to creating pedestrian and bicycle friendly neighborhoods along key transportation corridors and in focus areas identified in the proposed General Plan Update.

Air Quality

While the proposed General Plan Update and Corridors Specific Plan direct new growth through re-use and infill primarily to the City's main commercial corridors and in proximity to Transit Oriented Districts, the 1976 General Plan would continue the current low-density/intensity development pattern present throughout the City. As a result, the overall reduction in vehicle miles traveled (VMT) expected to occur as a result of the development pattern proposed in the General Plan Update and Corridors Specific Plan likely would not occur under this alternative. As discussed in Section 4.2, *Air Quality*, provision of more compact, mixed use urban forms, which are conducive to biking and walking, combined with improvements in the active transportation network and increases in accessibility to sustainable modes of transport, would result in a regional reduction in VMT of approximately 20.4 million miles by 2035. While some reduction in VMT could occur under the 1976 General Plan, given the planned regional increase in the amount of sustainable transportation available to Pomona residents and the increase in public acceptance of active forms of transportation as feasible forms of travel, this reduction would not be expected to be of the same magnitude as facilitated by the proposed General Plan Update and Corridors Specific Plan, which would both facilitate more compact development and

focus on providing access to transit and encouraging bicycling and walking. The proposed General Plan Update is also expected to facilitate more retail and employment opportunities in the City, thus potentially reducing the distance that City residents would need to travel to work and shop.

Overall, air quality impacts would be somewhat higher under this alternative, though exceedance of air pollutant emissions forecasts in the AQMP would not be anticipated. As with the proposed project, air quality impacts would be less than significant.

Biological Resources

Biological resource impacts would be similar to those of the proposed General Plan Update and Corridors Specific Plan since the areas of open space provided under the 1976 General Plan would be essentially the same. Compliance with existing regulatory requirements would address impacts associated with this alternative and, as with the proposed project, impacts would be less than significant.

Cultural Resources

Cultural resource impacts would be similar to those of the proposed General Plan Update and Corridors Specific Plan since the areas of disturbance would be roughly the same under this alternative. Compliance with existing regulatory requirements would reduce impacts associated with this alternative, though implementation of the mitigation measure to address potential historic resources would not occur under this alternative. Consequently, impacts to historic resources would be slightly higher than under the proposed General Plan Update and Corridors Specific Plan.

Geology and Soils

Geologic hazard impacts would be similar to those of the proposed General Plan Update and Corridors Specific Plan since the areas of disturbance would be roughly the same as under the 1976 General Plan. Compliance with existing regulations would address geologic impacts associated with this alternative. As with the proposed project, geology and soils impacts associated with this alternative would be less than significant.

Hazards and Hazardous Materials

Hazards and hazardous materials impacts associated with development under this alternative would be similar to those of the proposed General Plan Update and Corridors Specific Plan since the areas where development could occur would generally be the same. As with the proposed General Plan Update and Corridors Specific Plan, compliance with existing regulatory requirements would be required and would generally reduce impacts to below a level of significance. However, implementation of the proposed mitigation measures would not occur; therefore, hazard/hazardous material impacts under this alternative would be incrementally higher under this alternative when compared to the General Plan Update and Corridors Specific Plan.

Hydrology and Water Quality

Hydrology and water quality impacts generally would be similar to those of the proposed General Plan Update and Corridors Specific Plan given that development would occur throughout the City under both this alternative and the proposed plans. However, the policies and regulations included in the proposed General Plan Update and Corridors Specific Plan that address pollutants in stormwater and on-site retention of stormwater flows would not be implemented under this alternative. Therefore, improvements in water quality and reduction in stormwater flows throughout the City would not be achieved as new development occurs. Impacts related to hydrology and water quality would be addressed through compliance with federal, state, and local runoff control requirements and, as with the proposed project, impacts would be less than significant.

Land Use and Planning

Unlike the proposed General Plan Update and Corridors Specific Plan, this alternative may not be consistent with most regional land use plans and policies, including those of SCAG's Regional Comprehensive Plan, Regional Transportation Plan/Sustainable Communities Strategy, and Southern California Compass. Though population growth would be expected to be consistent with the SCAG 2035 population forecast of 197,400, this alternative would not facilitate development of a more compact urban form and provide for growth through infill and redevelopment of existing properties and conversion of land uses based on market demands. Therefore, impacts related to land use and planning would be higher under this alternative than under the proposed General Plan Update and Corridors Specific Plan.

Noise

Overall increases in noise along the City's main roadway corridors would be similar to those associated with the proposed General Plan Update and Corridors Specific Plan, given that population growth under this alternative would also be consistent with the SCAG 2035 growth forecast of 197,400. However, this alternative would not encourage development of a more compact urban form, with provision of mixed-use residential commercial development located along the City's main corridors and in proximity to planned and existing transit centers and lines. Under the proposed General Plan Update and Corridors Specific Plan, 44% of the City's expected population growth would occur within these areas. All of these areas all are predicted to experience noise levels at or above 65 dB CNEL. Therefore, exposure to noise under this alternative may be less and the impact would be incrementally lower when compared to the proposed General Plan Update and Corridors Specific Plan. Nevertheless, it should be noted that implementation of draft General Plan Update policies, incorporation of appropriate noise attenuation features on new development and implementation of required mitigation measures to address vibration from railroad activity would reduce impacts associated with the proposed project to a less than significant level.

Population and Housing

Though the development pattern accommodated by the 1976 General Plan alternative would be different, population and housing growth are expected to be similar to that of proposed General Plan Update and Corridors Specific Plan, and in line with SCAG 2035 forecasts (population: 197,400; housing: 48,900). Given that the proposed General Plan Update and Corridors Specific Plan would not result in significant impacts to population and housing, impacts related to population and housing under this alternative would also be less than significant.

Public Services

The overall increase in demand for public services would be about the same as under the proposed General Plan Update and Corridors Specific Plan, given that future increases in population and housing would be in line with SCAG 2035 growth forecasts (population: 197,400; housing: 48,900) under this alternative. Implementation of the proposed General Plan Update and Corridors Specific Plan would result in intensification of development and a population increase of approximately 47,450 residents, or 32%. As with the proposed project, new development facilitated by this alternative would be within the existing City limits and thus within the existing fire services 5-minute response zone. Compliance with existing building and fire codes would reduce potential fire hazards associated with new development. As discussed in Section 4.11, the Pomona Police Department (PPD) currently operates at staffing levels far below the national average. Based on predicted population growth in the City, an additional 54 officers would be needed to maintain current staffing ratios and 213 additional officers would be needed to reach the national average, similar to the proposed General Plan Update and Corridors Specific Plan. Increased demand for public school services would also be the same under this alternative as the proposed project, with elementary and middle school capacity sufficient and high schools experiencing over enrollment. Impacts would be addressed through payment of standard fees as discussed in Section 4.11, *Public Services*.

Overall, impacts relating to police and fire protection services and schools would be similar to those of the proposed project and less than significant.

Recreation

Population growth within the City under the 1976 General Plan would be similar to the proposed General Plan Update and Corridors Specific Plan and in line with SCAG 2035 growth forecasts (population: 197,400). Based on the City's target parkland to population ratio of 3 acres per 1,000 residents, 592 acres of parkland would be required to serve City residents by the year 2035. This exceeds the current inventory of parks by 381 acres. Under the proposed General Plan Update, the majority of new parkland in the City would be provided within the Westmont Hills (100 acres) and the Lanterman Center (300 acres) and would be sufficient to meet expected shortfalls in park acreage. These areas could also be accommodated under the 1976 General Plan. Therefore, impacts related to recreational resources would be similar to those described for the proposed project.

Transportation and Circulation

Population growth within the City under the 1976 General Plan would be similar to the proposed General Plan Update and Corridors Specific Plan and in line with SCAG 2035 growth forecasts (population: 197,400). However, growth in commercial development, in particular retail, would be lower under this alternative and thus more in line with SCAG employment forecasts. The distribution and density of residential development and intensity of commercial development would be different under this alternative from the proposed General Plan Update and Corridors Specific Plan. While this alternative would perpetuate the existing low density, urban form that can currently be seen throughout the City, the proposed General Plan Update and Corridors Specific Plan would facilitate intensification of development within those areas defined as Focus Areas and Areas with Potential for Change (see Figures 2-6 and 2-10 in Chapter 2, *Project Description*) through the re-use of properties, conversion of uses in response to market demand (e.g., office and industrial to residential), and more intense use of land as a result of mixed-use infill and new development. In certain areas of the City, development would be intensified within proximity to transit oriented districts to encourage use of public transit and access to public transit through use of active transportation. As discussed under Air Quality, provision of more compact, mixed use urban forms, which are conducive to biking and walking, combined with improvements in the active transportation network and increases in accessibility to sustainable modes of transport would result in a regional reduction in VMT of approximately 20.4 million miles by 2035. While some reduction in VMT could occur under the 1976 General Plan, given the planned regional increase in the amount of sustainable transportation available to Pomona residents and the increase in public acceptance of active forms of transportation as feasible forms of travel, this reduction would not be expected to be of the same magnitude as facilitated by the proposed General Plan Update and Corridors Specific Plan, which would both facilitate more compact development and focus on providing access to transit via both bicycling and walking. This alternative would also be expected to generate less non-residential development and employment than the proposed project; therefore, it would have fewer benefits with respect to reducing the distances that City residents have to travel for work and shopping. As a result, it is anticipated that development under the 1976 General Plan would generate higher overall VMT than would the proposed General Plan Update and Corridors Specific Plan. As such, although traffic levels may be lower in certain locations (e.g., where lower levels of non-residential development would occur), overall regional traffic impacts under this alternative would be higher than under the proposed project. The same unavoidably significant impacts that would occur under the proposed project would be expected under this alternative. Additional unavoidably significant impacts may occur as well since the mitigation measures identified for the proposed General Plan Update and Corridors Specific Plan would not be implemented.

Utilities and Service Systems

Population growth within the City under the 1976 General Plan would be similar to the proposed General Plan Update and Corridors Specific Plan and in line with SCAG 2035 growth forecasts (population: 197,400). Therefore, overall increases in demand for water supply, wastewater treatment and solid waste disposal would be about the same as those associated with the proposed General Plan Update and Corridors Specific Plan.

As discussed in Section 4.14, forecasted growth for the City is less than anticipated in the 2010 Urban Water Management Plan by approximately 19,500. Therefore, water supplies would be adequate to serve population growth facilitated by this alternative.

Similarly, implementation of this alternative would result in an increase in wastewater generation of approximately 3,084,250 gallons per day or 3.1 mgd based on a per capita generation rate of 65 gallons per day. As described previously, wastewater from the City is treated and disposed of at the Los Angeles County Sanitation Districts' Pomona Water Reclamation Plant (PWRP), which maintains a design capacity of 15 mgd and currently treats an average flow of 8.4 mgd. Based on an available capacity of 6.6 mgd, the PWRP has capacity to treat the full increase in wastewater.

Finally, development facilitated by this alternative could generate approximately 353,390 lbs (177 tons) of solid waste per day based on the generation factors included in Section 4.11. Landfills that serve Pomona have an estimated combined available daily capacity of 33,823 tons/day. Therefore, the added 177 tons/day generated by development under this alternative would not exceed the permitted maximum capacity of the landfills.

As described, the current capacity of the Los Angeles County Sanitation Districts' wastewater treatment plant and landfill capacities would be adequate to serve development anticipated under this alternative. However, the policies and regulations included in the proposed General Plan Update and Corridors Specific Plan that address demands on water supply, wastewater treatment and solid waste disposal would not be implemented under this alternative. Therefore, incremental improvements in water conservation and solid waste reductions expected to be achieved as result of these policies would not occur as new development occurs. Impacts would be slightly higher than those of the proposed project, but less than significant.

Greenhouse Gases

Population growth within the City under the 1976 General Plan would be similar to the proposed General Plan Update and Corridors Specific Plan and in line with SCAG 2035 growth forecasts (population: 197,400). However, the distribution and density of residential development and intensity of commercial development would be different under this alternative from the proposed General Plan Update and Corridors Specific Plan. While this alternative would perpetuate the existing low density, urban form that can currently be seen throughout the City, the proposed General Plan Update and Corridors Specific Plan would facilitate intensification of development within those areas defined as Focus Areas and Areas with Potential for Change (see Figures 2-6 and 2-10 in Chapter 2, *Project Description*) through the re-use of properties, conversion of uses in response to market demand (e.g., office and industrial to residential), and more intense use of land as a result of mixed-use infill and new development. In certain areas of the City, development would be intensified within proximity to transit oriented districts to encourage use of public transit and access to public transit through use of active transportation. As discussed under Air Quality, provision of more compact, mixed use urban forms, which are conducive to biking and walking, combined with improvements in the active transportation network and increases in accessibility to sustainable modes of transport would result in a regional reduction in VMT of approximately 20.4 million miles by 2035. While some reduction in VMT could

occur under the 1976 General Plan, given the planned regional increase in the amount of sustainable transportation available to Pomona residents and the increase in public acceptance of active forms of transportation as feasible forms of travel, this reduction would not be expected to be of the same magnitude as facilitated by the proposed General Plan Update and Corridors Specific Plan, which would both facilitate more compact development as well as focus on providing access to transit via both bicycling and walking. As a result more VMT would be generated by development under the 1976 General Plan than under the proposed General Plan Update and Corridors Specific Plan. Impacts to greenhouse gases under this alternative would be higher than under the proposed project. Given the likely higher VMT and inconsistency with the adopted RTP/SCS for the region, significant impacts in relation to greenhouse gases would occur as a result of this alternative as opposed to the less than significant impacts expected with the proposed project.

6.4 ALTERNATIVE 3: REDUCED GROWTH ALTERNATIVE – LANTERMAN CENTER

6.4.1 Description

The Reduced Growth Alternative (Alternative 3) would accommodate 45% less residential growth at the Lanterman Center site. The residential development potential at this site compared to development potential under the General Plan Update is shown in Table 6-1. The reduction in development potential at this site would not result in an increase in development potential at other sites throughout the City. Therefore, this alternative would result in less overall development than the proposed General Plan Update.

Table 6-1 Residential Development Potential at Lanterman Center

	Single Family Residential Potential (Units)	Multi-Family Residential Potential (Units)
General Plan Update	1,375	7,363
Reduced Growth Alternative	756	4,050
Reduction	**-619**	**-3,313**

Source: Draft General Plan Update, 2011
Fehr & Peers, 2013

As discussed in Section 4.13, *Traffic and Transportation*, the intersection of Pomona Boulevard and W. Temple Avenue is predicted to operate at LOS F during both the AM and PM peak periods under Future Conditions with implementation of the proposed General Plan Update. No feasible mitigation is available to improve the LOS to above LOS F. Sensitivity testing of traffic conditions at the intersection of Pomona Boulevard and W. Temple Avenue indicates that under the future year model the intersection

would operate at LOS F even without development of the Lanterman Center. However, a feasible mitigation measure is available to bring the intersection operation to an acceptable level of service (LOS E), which would accommodate 55% of the residential development proposed at the Lanterman Center by the General Plan Update, as shown in Table 6-1, before the intersection begins to operate unacceptably. This mitigation measure includes widening to provide EB and WB right-turn lanes and signal phasing.

Implementation of the Reduced Growth Alternative (Alternative 3) would result in development within the City that would generally meet the project objectives established for the proposed General Plan Update, while accommodating less growth at the Lanterman Center. This alternative would not affect development potential under the Corridors Specific Plan.

6.4.2 Impact Evaluation

Aesthetics

The 45% reduction in residential development on the Lanterman Center site could incrementally reduce visual impacts at this location by reducing the overall intensity of the site use and change from the existing open campus character of the site. Overall, the aesthetic impact of this alternative would not be substantially different from that identified to occur throughout the City as a result of the proposed General Plan Update and Corridors Specific Plan. Implementation of proposed General Plan Update policies and development code contained in the Corridors Specific Plan would continue to apply to this alternative and would reduce aesthetic impacts to a less than significant level.

Air Quality

The overall increase in air pollutant emissions associated with this alternative would be generally similar to, but slightly lower than what could occur under the proposed General Plan Update and Corridors Specific Plan due to the incremental reduction in overall development potential at the Lanterman Center site. The incremental reduction in development potential (2694 residential units) would not change the magnitude of impacts relating to air quality. Similar to the proposed General Plan Update and Corridors Specific Plan, impacts would be reduced to a less than significant level with implementation of proposed General Plan Update policies.

Biological Resources

Biological resource impacts would be similar to those of the proposed General Plan Update and Corridors Specific Plan since the areas of potential disturbance would be roughly the same. The reduced density of development on the Lanterman Center site could incrementally reduce impacts in that location; however, as discussed in Section 4.3, *Biological Resources*, open areas of the Lanterman Center currently provide marginal habitat as they are occupied by intensively maintained lawn areas. Overall, impacts would be about the same under the proposed project and this alternative. Similar to the proposed project, implementation of required mitigation measures as well as policies included in the

proposed General Plan Update would reduce biological resource impacts associated with this alternative to a less than significant level.

Cultural Resources

Cultural resource impacts would be similar to those of the proposed General Plan Update and Corridors Specific Plan since the areas of disturbance would be roughly the same. The 45% reduction in development potential on the Lanterman Center site would not substantively change the potential to disturb cultural resources. As with the proposed General Plan Update, implementation of proposed General Plan Update policies and Specific Plan Development Code, in combination with required mitigation measures, would reduce cultural resource impacts to a less than significant level.

Geology and Soils

Geologic hazard impacts would be similar to those of the proposed General Plan Update and Corridors Specific Plan since the areas of disturbance would be roughly the same. The 45% reduction in development potential at the Lanterman Center site could, however, incrementally reduce the potential for geologic hazards in that location. The Lanterman Center has been identified as an area with liquefaction and landslide potential that requires investigation (see Figure 4.5-3 in Section 4.5, *Geology and Soils*). As with the proposed General Plan Update and Corridors Specific Plan, implementation of proposed General Plan Update policies and compliance with existing regulations would reduce geologic impacts associated with this alternative to a less than significant level.

Hazards and Hazardous Materials

Hazards and hazardous materials impacts would be similar to those of the proposed General Plan Update and Corridors Specific Plan. The Lanterman Center is not subject to any known hazardous conditions, though several hazardous materials sites are located along W. Temple Avenue to the northeast of the site. The 45% reduction in development potential at the Lanterman Center site would not substantively reduce the potential for exposure to hazards associated with the proposed General Plan Update. As with the proposed General Plan Update and Corridors Specific Plan, compliance with existing regulatory requirements, application of proposed policies included in the draft General Plan Update and implementation of the proposed mitigation measures would reduce hazard/hazardous material impacts to a less than significant level.

Hydrology and Water Quality

Hydrology and water quality impacts generally would be similar to those of the proposed General Plan Update. The 45% reduction in development potential at the Lanterman Center site may incrementally reduce surface runoff at that location, which encompasses approximately 275 acres, due to the reduction in impermeable surfaces. As with the proposed General Plan Update and Corridors Specific Plan, impacts related to hydrology and water quality would be addressed by compliance with federal, state, and

local runoff control requirements, as well as implementation of proposed General Plan Update policies and development codes included in the Corridors Specific Plan.

Land Use and Planning

Similar to the proposed General Plan Update and Corridors Specific Plan, this alternative would generally be consistent with most regional land use plans and policies, including those of SCAG's Regional Comprehensive Plan, Regional Transportation Plan/Sustainable Communities Strategy, and Southern California Compass. It would also facilitate a mix of residential and commercial uses that would provide a balance of jobs and housing. Therefore, as with the proposed General Plan Update and Corridors Specific Plan, impacts related to land use and planning would be less than significant following implementation of recommended policy language to address minor potential areas of inconsistency with adopted SCAG policies.

Noise

Overall increases in noise and exposure to noise would be similar to those associated with the proposed General Plan Update and Corridors Specific Plan. The 45% reduction in allowable development potential at the Lanterman Center site could incrementally reduce noise-related impacts at that location, but would not change the overall magnitude of citywide noise impacts. Given the reduction in residential units at the site as well as the planned development of a transit oriented district, this alternative would be expected to incrementally reduce the exposure of residents to noise levels in excess of the 65 dB CNEL. As with the proposed General Plan Update and Corridors Specific Plan, implementation of draft General Plan Update policies, incorporation of appropriate noise attenuation features on new development and implementation of required mitigation measures to address potential vibration impacts from railroad activities would reduce impacts to a less than significant level.

Population and Housing

Population and housing growth would be similar to that of proposed General Plan Update and Corridors Specific Plan, though residential growth at the Lanterman Center site would decrease by an estimated 619 single-family units and an estimated 3,313 multi-family residential units. The 19 percent reduction in new residents in the City would result in a commensurate decrease in demand for employment. Therefore, impacts to the jobs/housing balance would not be expected to occur. Given that the proposed General Plan Update and Corridors Specific Plan would not result in significant impacts to population and housing, impacts related to population and housing under this alternative would also be less than significant.

Public Services

The overall increase in demand for public services would be about the same as under the proposed General Plan Update and Corridors Specific Plan. The 45% reduction in allowable development potential at the Lanterman Center site would incrementally reduce overall demand for public services such as

police and fire protection and schools based on a reduction in population of 9,165. However, it would not be expected to change the magnitude of impacts relative to the proposed General Plan Update as a whole. Impacts relating to police and fire protection services and schools would be about the same as those described for the proposed project and could be reduced to a less than significant level with implementation of proposed General Plan Update policies and other standard requirements.

Recreation

The 19% reduction in population growth due to the reduction in development potential at the Lanterman Center site would incrementally reduce overall demand for recreational facilities and programs. Based on the City's target parkland to population ratio of 3 acres per 1,000 residents, 592 acres of parkland would be required to serve City residents by the year 2035. Under Alternative 3, the required amount of parkland would be reduced to 565 acres based on the reduction in residential development potential shown in Table 6-1 and the household size factors discussed in Chapter 2, *Project Description*. However, the reduction in overall development potential at the site would not change the magnitude of impacts relative to the proposed General Plan Update. Impacts relating to recreational resources would be about the same as those described for the proposed General Plan Update and Corridors Specific Plan and could be reduced to a less than significant level with implementation of policies in the proposed General Plan Update and other standard requirements.

Transportation and Circulation

Overall traffic increases would be similar to those associated with proposed General Plan Update. As described in Section 6.4.1, the reduction in development potential at the Lanterman Center site would allow the intersection of Pomona Boulevard and W. Temple Avenue to operate at LOS E, with implementation of identified mitigation (widening to provide EB and WB right-turn lanes and signal phasing), rather than the LOS F that would occur with the proposed General Plan Update and Corridors Specific Plan. Thus, this alternative would eliminate the proposed project's significant and unavoidable traffic impact at that intersection. As with the proposed General Plan Update and Corridors Specific Plan, implementation of General Plan policies and recommended mitigation measures would reduce impacts to a less than significant level at all other intersections and roadway segments, with the exception of two freeway segments on the I-10 (I-10, West of Indian Hill Boulevard and I-10, at Dudley), which are projected to operate unacceptably under Future Conditions. These facilities are controlled by Caltrans and the City cannot guarantee implementation of capacity improvements to these segments.

Utilities and Service Systems

Overall increases in water demand and wastewater generation would be about the same as those associated with the proposed General Plan Update and Corridors Specific Plan. The 19% reduction in population growth citywide due to reduction in residential development potential at the Lanterman Center site would incrementally reduce overall demands on water, wastewater, and solid waste management providers due to the reduction in population in the City.

Pomona's 2010 UWMP projects water supply and demand through 2035, based on the 2008 SCAG population estimates for the City. The UWMP predicts that with a 2035 service population of 216,899 the City will have adequate water supply, with normal conservation efforts, to meet demand (see Table 4.14-1 in Section 4.14). The Reduced Growth Alternative would accommodate 45% fewer residential units at the Lanterman Center site compared to the proposed General Plan Update. Based on this reduction and the household size factors used in Chapter 2, *Project Description*, this would reduce Pomona's population by 9,165 people in 2035. As discussed in Section 4.11, forecasted growth under General Plan Update is less than anticipated in the 2010 UWMP by approximately 19,500 people. Under the Reduced Growth Alternative, growth would be below UWMP estimates by 28,665 people, Therefore, water supplies would be adequate to serve population growth facilitated by Alternative 3 and demand would be less than under the proposed project.

Similarly, demand for wastewater treatment would be less under this alternative given the reduction in expected population growth. Based on a generation factor of 65 gallons per day, demand for wastewater treatment would decrease by approximately 0.6 million gallons per day (mgd) (see Section 4.11 for generation factors) from 3.1 mgd. Finally, solid waste generation would reduce by an estimated 9.7 tons per day.

As with the proposed General Plan Update and Corridors Specific Plan, it is anticipated that projected water supplies, the current capacity of the Los Angeles County Sanitation Districts' wastewater treatment plant and landfill capacities would be adequate to serve development anticipated under this alternative.

Greenhouse Gases

Overall emissions of greenhouse gases associated with this alternative would be about the same as those generated by the proposed General Plan Update and Corridors Specific Plan. The 19% reduction in population growth citywide due to reduction in development potential at the Lanterman Center site may incrementally reduce greenhouse gas impacts when compared to the proposed General Plan Update, as it would reduce vehicle use and vehicle trips to this area which currently is occupied by low density development. Therefore, overall vehicle miles traveled would be slightly reduced when compared to proposed General Plan Update and Corridors Specific Plan. As with the proposed General Plan Update and Corridors Specific Plan impacts would be less than significant.

6.5 SUMMARY COMPARISON OF ALTERNATIVES

As required by CEQA, this section discusses the environmentally superior alternative. Each of the alternatives discussed in this section has certain advantages and disadvantages as compared to the proposed project, which includes the General Plan Update, Corridors Specific Plan, ATP and Green Plan, as described below.

- The **No Project (no further development)** alternative could be considered environmentally superior because it would result in no increase in traffic, air pollution or noise, and no increase in demand for utilities or services. It would result in no physical impacts. On the other hand, this

alternative would not meet many of the objectices of General Plan Update, Corridors Specific Plan, ATP or Green Plan.

- The **No Project (1976 General Plan)** alternative would allow continued implementation of the 1976 General Plan. This alternative assumes that the existing General Plan policies would continue to facilitate development primarily within the existing land use designations and that land use changes proposed in the General Plan Update and Corridors Specific Plan would not occur. Improvements described in the ATP or Green Plan would also not occur. However, the overall amount of growth anticipated to occur under the 1976 General Plan is roughly equivalent to what could be facilitated under the proposed General Plan Update; therefore, population growth within the City under the 1976 General Plan would also expected to reach the SCAG forecast of 197,400 by 2035. Since this alternative would generate the same amount of growth but in a different form, impacts related to disturbance and extent of development such as biological resources, cultural resources, hazards, hydrology and geology, as well as population demand, such as public services, recreation and utilities would be similar to the proposed project. However, impacts which are influenced by the form and distribution of development such as air quality, transportation and greenhouse gases would be worse under this alternative. Also, this alternative would be inconsistent with most regional land use plans and policies, including those of SCAG's Regional Comprehensive Plan, Regional Transportation Plan/Sustainable Communities Strategy, and Southern California Compass and therefore would be worse in comparison to the proposed project with regards to land use. With respect to noise, this alternative would be slightly better than the proposed project, given that it would not encourage increase in development of residences in areas subject to noise levels above 65 dB CNEL.

- The **Reduced Growth Alternative – Lanterman Center** could incrementally reduce impacts in most issue areas at the Lanterman Center site. Impacts associated with this alternative would generally be similar to those of the proposed General Plan Update, Corridors Specific Plan, ATP and Green Plan, with the exception of the significant unavoidable traffic impact at the intersection of Pomona Boulevard and W. Temple Avenue, which would be reduced to a significant, but mitigable level.

Although the No Project (no further development) alternative is not feasible (from either a legal or practical standpoint) and may not be desirable in many respects, it can be considered environmentally superior overall since it would avoid all environmental impacts associated with future growth. However, it would not meet many of the City's stated objectives for the General Plan Update, Corridors Specific Plan, ATP or Green Plan, nor would it meet RHNA requirements or housing needs identified in the City's Housing Element. Among the remaining alternatives, the Reduced Growth – Lanterman Center alternative could be considered environmentally superior since it would incrementally reduce most impacts related with development, including for aesthetics, biological resources, greenhouse gases, air quality, geology and hydrology, and would eliminate the significant unavoidable traffic impact at the intersection of Pomona Boulevard and W. Temple Avenue. The positive impacts associated with improvements in the jobs/housing balance would also be realized under this alternative.

6.6 OTHER ALTERNATIVES CONSIDERED

Additional alternatives were contemplated as the proposed General Plan Update land use plan and Corridors Specific Plan were developed. As described in Section 4.13, *Traffic and Transportation,* there are three significant and unavoidable impacts associated with the proposed project. These relate to operation of the intersection of Pomona Boulevard and W. Temple Avenue and two freeway segements of the I-10 (West of Indian Hill Boulevard and at Dudley). As described in Section 6.4, a reduced growth alternative has been propsoed to address the significant unavoidable impact at the intersection of Pomona Boulevard and W. Temple Avenue.

CHAPTER 7 References & Report Preparers

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CHAPTER 8 **Responses to Comments**

This section includes comments received during the circulation of the Draft Environmental Impact Report (EIR) for the City of Pomona General Plan Update, Corridors Specific Plan, ATP and Green Plan project; responses to the comments on the Draft EIR; and corrections and information added to the Final EIR, where appropriate, in response to comments related to the proposed project's environmental effects. Corrections or additional text discussed in the responses to comments are also shown in the text of the Final EIR in strikethrough (for deleted text) and underline (for added text) format. (It should also be noted that additional minor clarifications and corrections to typographical errors not based on responses to comments may also be shown in strikeout/underline format in the Final EIR. None of these changes introduces significant new information or affects the conclusions of the EIR.)

The Draft EIR was circulated for a 45-day public review period that began on July 25, 2013 and concluded on September 7, 2013. The City received 14 comment letters on the Draft EIR. Commenters and the page number on which each commenter's letter can be found are listed below.

Commenter		Page
1.	Colorado River Board of California	8-3
2.	Native American Heritage Commission	8-6
3.	Department of Transportation, Division of Aeronautics	8-12
4.	Los Angeles County Airport Land Use Commission	8-18
5.	California Public Utilities Commission	8-21
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Commenter	Page
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Each comment letter has been numbered sequentially and each separate issue raised by the commenter, if more than one, has also been assigned a number. The responses to each comment identify first the number of the comment letter, and then the number assigned to each issue (Response 2.1, for example, indicates that the response is for the first issue raised in Comment Letter 2).

In Section 15088, the *State CEQA Guidelines* require that "[t]he lead agency shall evaluate *comments on environmental issues* received from persons who reviewed the draft EIR and shall prepare a written response." (Italics added for emphasis.) Consistent with the Guidelines, the responses to comments focus on those comments that pertain to environmental issues.

Letter 1

STATE OF CALIFORNIA - THE NATURAL RESOURCES AGENCY
EDMUND G. BROWN, JR., Governor

COLORADO RIVER BOARD OF CALIFORNIA
770 FAIRMONT AVENUE, SUITE 100
GLENDALE, CA 91203-1068
(818) 500-1625
(818) 543-4685 FAX



July 29, 2013

State Clearinghouse
P.O. Box 3044
Sacramento, CA 95812-3044

Regarding: SCH# 2012 051 025 - Notice of Completion & Environmental Document Transmittal of a Draft Environmental Impact Report for the City of Pomona General Plan Update, Corridors Specific Plan, Active Transportation Plan, and Green Plan, Los Angeles County, California

To Whom It May Concern:

The Colorado River Board of California (CRB) has received and reviewed a copy of the Notice of Completion & Environmental Document Transmittal of a Draft Environmental Impact Report for the City of Pomona General Plan Update, Corridors Specific Plan, Active Transportation Plan, and Green Plan, Los Angeles County, California. At this juncture, the CRB has determined that it has no comments regarding the Notice. If you have any questions, please feel free to contact Dr. Jay Chen at (818) 500-1625. 1.1

Sincerely,

Tanya M. Trujillo
Executive Director

cc: Mr. Brad Johnson, City of Pomona

Print Form

Appendix C

Notice of Completion & Environmental Document Transmittal

Mail to: State Clearinghouse, P.O. Box 3044, Sacramento, CA 95812-3044 (916) 445-0613
For Hand Delivery/Street Address: 1400 Tenth Street, Sacramento, CA 95814

SCH #2012051025

Project Title: City of Pomona General Plan Update, Corridors Specific Plan, Active Transportation Plan and Green Plan

Lead Agency: City of Pomona — **Contact Person:** Brad Johnson
Mailing Address: 505 South Garey Avenue — **Phone:** (909) 620 2191
City: Pomona — **Zip:** 91766 — **County:** Los Angeles

Project Location: County: Los Angeles — City/Nearest Community: Pomona
Cross Streets: Located city wide — **Zip Code:** 91766
Longitude/Latitude (degrees, minutes and seconds): ___° ___ ′ ___ ″ N / ___ ° ___ ′ ___ ″ W **Total Acres:** ___
Assessor's Parcel No.: multiple — **Section:** ___ **Twp.:** ___ **Range:** ___ **Base:** ___
Within 2 Miles: State Hwy #: I-10, SR-60, SR-71, SR-57 — **Waterways:** ___
Airports: Ontario, Brackett Field, Cable — **Railways:** UPRR/BNSF — **Schools:** Cal Poly Pomona

RECEIVED
JUL 25 2013
STATE CLEARING HOUSE

Document Type:

CEQA: ☐ NOP ☐ Early Cons ☐ Neg Dec ☐ Mit Neg Dec ☒ Draft EIR ☐ Supplement/Subsequent EIR (Prior SCH No.) ___ Other: ___
NEPA: ☐ NOI ☐ EA ☐ Draft EIS ☐ FONSI
Other: ☐ Joint Document ☐ Final Document ☐ Other: ___

Local Action Type:

☒ General Plan Update ☐ General Plan Amendment ☒ General Plan Element ☐ Community Plan
☒ Specific Plan ☐ Master Plan ☐ Planned Unit Development ☐ Site Plan
☐ Rezone ☐ Prezone ☐ Use Permit ☐ Land Division (Subdivision, etc.)
☐ Annexation ☐ Redevelopment ☐ Coastal Permit ☐ Other: ___

Development Type:

☐ Residential: Units ___ Acres ___
☐ Office: Sq.ft. ___ Acres ___ Employees ___
☐ Commercial: Sq.ft. ___ Acres ___ Employees ___
☐ Industrial: Sq.ft. ___ Acres ___ Employees ___
☐ Educational: ___
☐ Recreational: ___
☐ Water Facilities: Type ___ MGD ___
☐ Transportation: Type ___
☐ Mining: Mineral ___
☐ Power: Type ___ MW ___
☐ Waste Treatment: Type ___ MGD ___
☐ Hazardous Waste: Type ___
☒ Other: GP Update, Specific Plan, Active Tran. Plan, Green Plan

Project Issues Discussed in Document:

☒ Aesthetic/Visual
☒ Agricultural Land
☒ Air Quality
☒ Archeological/Historical
☒ Biological Resources
☐ Coastal Zone
☒ Drainage/Absorption
☒ Economic/Jobs
☐ Fiscal
☒ Flood Plain/Flooding
☐ Forest Land/Fire Hazard
☒ Geologic/Seismic
☒ Minerals
☒ Noise
☒ Population/Housing Balance
☒ Public Services/Facilities
☒ Recreation/Parks
☒ Schools/Universities
☐ Septic Systems
☒ Sewer Capacity
☒ Soil Erosion/Compaction/Grading
☒ Solid Waste
☒ Toxic/Hazardous
☒ Traffic/Circulation
☒ Vegetation
☒ Water Quality
☒ Water Supply/Groundwater
☒ Wetland/Riparian
☒ Growth Inducement
☒ Land Use
☒ Cumulative Effects
☐ Other: ___

Present Land Use/Zoning/General Plan Designation:

Project area includes a variety of land use designations according to the General Plan Land Use Plan and a variety of zone types

Project Description: *(please use a separate page if necessary)*

The proposed project is comprised of the City of Pomona General Plan Update (GPU), Corridors Specific Plan, Active Transportation Plan (ATP) and Green Plan. The GPU provides comprehensive land use, housing, circulation and infrastructure, public service, resource conservation and public safety policies for the entire City. The proposed Corridors Specific Plan provides a framework for private and public investment activities along the following major commercial corridors which traverse the City: Garey Ave., Holt Ave., Mission Blvd. and Foothill Blvd. The proposed ATP propose a system of bikeways connecting neighborhoods to key activity centers throughout the City. The proposed Green Plan is aimed at integrating sustainable design into all aspects of the City's operations.

No Comment P.

State Clearinghouse Contact: (916) 445-0613

State Review Began: 07 25 - 2013

SCH COMPLIANCE 09 - 09 - 2013

Please note State Clearinghouse Number (SCH#) on all Comments

SCH#: 2012051025

Please forward late comments directly to the Lead Agency

AQMD APCD 33

(Resources: 07/27)

Project Sent to the following State Agencies

- X Resources
- ___ Boating & Waterways
- ___ Coastal Comm
- ___ Colorado Rvr Bd
- ___ Conservation
- X CDFW # 5
- ___ Delta Protection Comm
- X Cal Fire
- ___ Historic Preservation
- X Parks & Rec
- ___ Central Valley Flood Prot.
- ___ Bay Cons & Dev Comm.
- X DWR
- X Cal EMA
- ___ Resources, Recycling and Recovery

Bus Transp Hous
- X Aeronautics
- X CHP
- X Caltrans # 7
- ___ Trans Planning
- X Housing & Com Dev
- ___ Food & Agriculture
- ___ Public Health

State/Consumer Svcs
- ___ General Services

Cal EPA
- ___ ARB: Airport/Energy Projects
- X ARB: Transportation Projects
- ___ ARB: Major Industrial Projects
- ___ SWRCB: Div. Financial Assist.
- ___ SWRCB: Wtr Quality
- ___ SWRCB: Wtr Rights
- X Reg. WQCB # 8
- ___ Toxic Sub Ctrl-CTC

Yth/Adlt Corrections
- ___ Corrections

Independent Comm
- ___ Energy Commission
- X NAHC
- X Public Utilities Comm
- X State Lands Comm
- ___ Tahoe Rgl Plan Agency
- ___ ___ Conservancy

Letter 1

Commenter: Tanya M. Trujillo, Executive Director, Colorado River Board of California

Date: July 29, 2013

Response 1.1

The commenter states that the Colorado River Board has received and reviewed the Notice of Completion and does not have any comments at this time.

This comment is noted.

Letter 2

STATE OF CALIFORNIA Edmund G. Brown, Jr., *Governor*

NATIVE AMERICAN HERITAGE COMMISSION
1550 Harbor Boulevard
West Sacramento, CA 95691
(916) 373-3715
(916) 373-5471 – FAX
e-mail: ds_nahc@pacbell.net

RECEIVED
AUG 5 - 2013
By

July 31, 2013

Mr. Brad Johnson, Planning Manager
City of Pomona
505 South Garey Avenue
Pomona, CA 91766

RE: SCH#2012051025; CEQA Notice of Completion; draft Environmental Impact Report (DEIR) for the "**City of Pomona General Plan Update, Corridors Specific Plan and Active Transportation Plan;**" located in City of Pomona; Los Angeles County, California

Dear Mr. Johnson:

The Native American Heritage Commission (NAHC) has reviewed the CEQA Notice regarding the above referenced project. In the 1985 Appellate Court decision (170 Cal App 3rd 604), the court held that the NAHC has jurisdiction and special expertise, as a state agency, over affected Native American resources impacted by proposed projects, including archaeological places of religious significance to Native Americans, and to Native American burial sites. 2.1

This project is subject to California Governments Code Sections, 65040.2, 65352.3, *et seq.*

The California Environmental Quality Act (CEQA) states that any project that causes a substantial adverse change in the significance of an historical resource, which includes archeological resources, is a significant effect requiring the preparation of an EIR (CEQA guidelines 15064.5(b). To adequately comply with this provision and mitigate project-related impacts on archaeological resources, the Commission recommends the following actions be required: 2.2

Contact the appropriate Information Center for a record search to determine :If a part or all of the area of project effect (APE) has been previously surveyed for cultural places(s), The NAHC recommends that known traditional cultural resources recorded on or adjacent to the APE be listed in the draft Environmental Impact Report (DEIR).

If an additional archaeological inventory survey is required, the final stage is the preparation of a professional report detailing the findings and recommendations of the records search and field survey. We suggest that this

be coordinated with the NAHC, if possible. The final report containing site forms, site significance, and mitigation measurers should be submitted immediately to the planning department. All information regarding site locations, Native American human remains, and associated funerary objects should be in a separate confidential addendum, and not be made available for pubic disclosure pursuant to California Government Code Section 6254.10. 2.3

A list of appropriate Native American Contacts for consultation concerning the project site has been provided and is attached to this letter to determine if the proposed active might impinge on any cultural resources. Lack of surface evidence of archeological resources does not preclude their subsurface existence.

Lead agencies should include in their mitigation plan provisions for the identification and evaluation of accidentally discovered archeological resources, pursuant to California Health & Safety Code Section 7050.5 and California Environmental Quality Act (CEQA) §15064.5(f). In areas of identified archaeological sensitivity, a certified archaeologist and a culturally affiliated Native American, with knowledge in cultural resources, should monitor all ground-disturbing activities. Also, California Public Resources Code Section 21083.2 require documentation and analysis of archaeological items that meet the standard in Section 15064.5 (a)(b)(f). Lead agencies should include in their mitigation plan provisions for the disposition of recovered artifacts, in consultation with culturally affiliated Native Americans. Lead agencies should include provisions for discovery of Native American human remains in their mitigation plan. Health and Safety Code §7050.5, CEQA §15064.5(e), and Public Resources Code §5097.98 mandates the process to be followed in the event of an accidental discovery of any human remains in a location other than a dedicated cemetery. 2.4

Sincerely,

Dave Singleton
Program Analyst

CC: State Clearinghouse

Attachment: Native American Contacts list

Native American Contacts
Los Angeles County
July 31, 2013

LA City/County Native American Indian Comm
Ron Andrade, Director
3175 West 6th St, Rm. 403
Los Angeles , CA 90020
randrade@css.lacounty.gov
(213) 351-5324
(213) 386-3995 FAX

Gabrielino Tongva Nation
Sam Dunlap, Cultural Resources Director
P.O. Box 86908 Gabrielino Tongva
Los Angeles , CA 90086
samdunlap@earthlink.net

(909) 262-9351 - cell

Ti'At Society/Inter-Tribal Council of Pimu
Cindi M. Alvitre, Chairwoman-Manisar
3094 Mace Avenue, Apt. B Gabrielino
Costa Mesa, , CA 92626
calvitre@yahoo.com
(714) 504-2468 Cell

Gabrielino Tongva Indians of California Tribal Council
Robert F. Dorame, Tribal Chair/Cultural Resources
P.O. Box 490 Gabrielino Tongva
Bellflower , CA 90707
gtongva@verizon.net
562-761-6417 - voice
562-761-6417- fax

Tongva Ancestral Territorial Tribal Nation
John Tommy Rosas, Tribal Admin.
Private Address Gabrielino Tongva
,
tattnlaw@gmail.com
310-570-6567

Gabrielino-Tongva Tribe
Bernie Acuna, Co-Chairperson
P.O. Box 180 Gabrielino
Bonsall , CA 92003
(619) 294-6660-work
(310) 428-5690 - cell
(760) 636-0854- FAX
bacuna1@gabrielinotribe.org

Gabrieleno/Tongva San Gabriel Band of Mission
Anthony Morales, Chairperson
PO Box 693 Gabrielino Tongva
San Gabriel , CA 91778
GTTribalcouncil@aol.com
(626) 286-1632
(626) 286-1758 - Home
(626) 286-1262 -FAX

Gabrielino-Tongva Tribe
Linda Candelaria, Co-Chairperson
P.O. Box 180 Gabrielino
Bonsall , CA 92003
palmsprings9@yahoo.com
626-676-1184- cell
(760) 636-0854 - FAX

This list is current only as of the date of this document.

Distribution of this list does not relieve any person of the statutory responsibility as defined in Section 7050.5 of the Health and Safety Code, Section 5097.94 of the Public Resources Code and Section 5097.98 of the Public Resources Code.

This list is only applicable for contacting local Native Americans with regard to cultural resources for the proposed **SCH#2012051025; CEQA Notice of Completion; draft Environmental Impact Report (DEIR) for the City of Pomona General Plan Update, Corridors Specific Plan Active Transportation Plan; City of Pomona; Los Angeles County, California.**

Native American Contacts
Los Angeles County
July 31, 2013

Gabrieleno Band of Mission Indians
Andrew Salas, Chairperson
P.O. Box 393 Gabrielino
Covina , CA 91723
gabrielenoindians@yahoo.
(626) 926-4131

Gabrielino-Tongva Tribe
Conrad Acuna,
P.O. Box 180 Gabrielino
Bonsall , CA 92003

760-636-0854 - FAX

This list is current only as of the date of this document.

Distribution of this list does not relieve any person of the statutory responsibility as defined in Section 7050.5 of the Health and Safety Code, Section 5097.94 of the Public Resources Code and Section 5097.98 of the Public Resources Code.

This list is only applicable for contacting local Native Americans with regard to cultural resources for the proposed **SCH#2012051025; CEQA Notice of Completion; draft Environmental Impact Report (DEIR) for the City of Pomona General Plan Update, Corridors Specific Plan Active Transportation Plan; City of Pomona; Los Angeles County, California.**

Letter 2

Commenter: Dave Singleton, Program Analyst, Native American Heritage Commission

Date: July 31, 2013

Response 2.1

The commenter states that the Native American Heritage Commission (NAHC) has reviewed the CEQA Notice for the proposed project and describes the agency's jurisdiction and expertise regarding Native American resources.

This comment is noted.

Response 2.2

The commenter states that any project that causes a substantial adverse change in the significance of a historical resource is a significant effect requiring preparation of an EIR and goes on to provide recommended actions to mitigate project-related impacts on archaeological resources, including records searches, site surveys and report preparation.

Per *State CEQA Guidelines* Section 15064.5(b), the EIR examines the potential significant effects of the proposed project on cultural resources, including historical and archaeological resources. As described in Section 1.3 (Legal Authority), the impact analysis included in the EIR is programmatic in nature. Therefore, potential site-specific impacts to archeological and paleontological resources cannot be fully evaluated at this point since the specific "Area of Potential Effect" for each improvement project has not yet been defined. According to *State CEQA Guidelines* Section 15146(b), an EIR that is programmatic in nature "should focus on the secondary effects that can be expected to follow from the adoption or amendment, but the EIR need not be as detailed as an EIR on the specific construction projects that might follow." As discussed in Section 4.4, *Cultural Resources,* of the EIR, the Community Design Element of the proposed General Plan Update includes policies to protect cultural resources. Implementation of the proposed General Plan policies on a project-by-project basis would ensure that impacts to cultural resources would be less than significant.

Response 2.3

The commenter suggests that records searches and field surveys be coordinated with the NAHC and that Native American representatives be contacted to determine if proposed actions might impact cultural resources.

As discussed in Section 4.4, *Cultural Resources*, of the EIR, per the requirements of SB18, prior to adoption or amendment of the General Plan Update or Corridors Specific Plan, the City shall consult with California Native American tribes for the purpose of preserving, or mitigating impacts to, cultural places located on land within the City's jurisdiction that may be affected by the proposed plan adoption or amendment. In addition, the City conducted outreach to the Native American tribes as part of the General Plan Update process. Appropriate Native American Contacts may need to be contacted for specific projects.

Response 2.4

The commenter suggests that mitigation plans should include provisions for the identification and evaluation of accidentally discovered archaeological resources, artifacts, or human remains.

As discussed in Section 4.4, *Cultural Resources*, of the EIR, the majority of the city is built out; therefore, the potential for discovery of previously unknown archaeological resources, artifacts, or human remains is low. Nonetheless, the General Plan Update contains policies to prevent damage or destruction of archaeological resources and human remains. For example, Policy 7F.P39 would protect archaeological resources, including human remains by ensuring that information resources are maintained regarding these resources, while Policy 7F.P40 requires that all grading and excavation activities are monitored by a qualified archaeologist where there is a potential to affect cultural or archaeological resources. In addition, Policy 7F.P41 would require any new development to donate scientifically valuable archaeological resources to a responsible public or private institution. In the case of discovery of human remains, project applicants would be required to adhere to Health and Safety Code Section 7050.5, which requires that no further disturbance shall occur until the County Coroner has made the necessary findings as to origin and disposition pursuant to Public Resources Code Section 5097.98. If the remains are determined to be of Native American descent, the coroner has 24 hours to notify the Native American Heritage Commission (NAHC).

DEPARTMENT OF TRANSPORTATION
DIVISION OF AERONAUTICS
1120 N STREET, Suite 3300
P. O. BOX 942874, MS-40
SACRAMENTO, CA 94274-0001
PHONE (916) 654-4959
FAX (916) 653-9531
TTY 711
www.dot.ca.gov

Letter 3

Flex your power!
Be energy efficient!

RECEIVED
AUG 2 2 2013
By

August 15, 2013

Mr. Brad Johnson
City of Pomona
505 South Garey Avenue
Pomona, CA 91766

Dear Mr. Johnson:

Re: Draft Environmental Impact Report for the Pomona General Plan Update; SCH#2012051025

The California Department of Transportation (Caltrans), Division of Aeronautics (Division), reviewed the above-referenced document with respect to airport-related noise and safety impacts and regional aviation land use planning issues pursuant to the California Environmental Quality Act (CEQA). The Division has technical expertise in the areas of airport operations safety and airport land use compatibility. We are a funding agency for airport projects and we have permit authority for public-use and special-use airports and heliports. The following comments are offered for your consideration. 3.1

The proposal is for an update to the City of Pomona General Plan, Corridors Specific Plan and Active Transportation Plan. Parts of the planning boundary and safety zone depicted in the airport land use compatibility plan for nearby Brackett Field Airport in the City of La Verne extend into the city of Pomona. 3.2

In accordance with California Public Utilities Code (PUC) Section 21676 *et seq*., prior to the amendment of a general plan or specific plan, or the adoption or approval of a zoning ordinance or building regulation within the planning boundary established by the airport land use commission (ALUC), the local agency shall first refer the proposed action to the ALUC.

If the ALUC determines that the proposed action is inconsistent with the airport land use compatibility plan, the referring agency shall be notified. The local agency may, after a public hearing, propose to overrule the ALUC by a two-thirds vote of its governing body after it makes specific findings. At least 45 days prior to the decision to overrule the ALUC, the local agency's governing body shall provide to the ALUC and the Division a copy of the proposed decision and findings. The Division reviews and comments on the specific findings a local government intends to use when proposing to overrule an ALUC. The Division specifically looks at the proposed findings to gauge their relationship to the overrule. Also, pursuant to the PUC 21670 et seq., findings should show evidence that the local agency is minimizing "…the public's exposure to excessive noise and safety hazards within areas around public airports to the extent that these areas are not already devoted to incompatible uses." 3.3

State law (Government Code Section 65302.3) requires each local agency having jurisdiction over land uses within the ALUC's planning area to modify its general plan and any affected specific plans to be consistent with the compatibility plan.

General plans and elements must clearly demonstrate intent to adhere to ALUC policies to ensure compliance with compatibility criteria. Direct conflicts between mapped land use designations in a general plan and the ALUC criteria must be eliminated. A general plan needs to include (at the very least) policies committing the city to adopt compatibility criteria essential to ensuring that such conflicts will be avoided. The criteria do not necessarily need to be spelled out in the general plan. There are a number of ways for a city or county to address the airport consistency issue, including:

- Incorporating airport compatibility policies into the update.
- Adopting an airport-combining zoning ordinance.
- Adopting an "Airport Element" into the general plan.
- Adopting the airport compatibility plan as a "stand alone" document or as a specific plan.

The general plan must acknowledge that until ALUC compatibility criteria are incorporated into the general plan, proposals within the airport influence area must be submitted to the ALUC for review. These provisions must be included in the general plan at a minimum for it to be considered consistent with the airport land use compatibility plan.

3.4

The proposal should also be coordinated with Brackett Field Airport staff to ensure its compatibility with future as well as existing airport operations.

3.5

CEQA, Public Resources Code 21096, requires the California Airport Land Use Planning Handbook (Handbook) be utilized as a resource in the preparation of environmental documents for projects within airport land use compatibility plan boundaries or if such a plan has not been adopted, within two nautical miles of an airport. The Handbook provides a "General Plan Consistency Checklist" in Table 5A and a "Possible Airport Combining Zone Components" in Table 5B. The Handbook is a resource that should be applied to all public use airports and is available on-line at:
http://www.dot.ca.gov/hq/planning/aeronaut/documents/alucp/AirportLandUsePlanningHandbook.pdf

3.6

California Public Utilities Code (PUC) Section 21659 prohibits structural hazards near airports. The planned height of buildings, antennas, and other objects should be checked with respect to Federal Aviation Regulation (FAR) Part 77 criteria if development is close to the airport, particularly if situated within the runway approach corridors. General plans must include policies restricting the heights of structures to protect airport airspace. To ensure compliance with FAR Part 77 "Objects Affecting Navigable Airspace" submission of a Notice of Proposed Construction or Alteration (Form 7460-1) to the Federal Aviation Administration (FAA) may be required. Form 7460-1 is available on-line at https://oeaaa.faa.gov/oeaaa/external/portal.jsp and should be submitted electronically.

3.7

Business and Professions Code Section 11010 and Civil Code Sections 1102.6, 1103.4, and 1353 address buyer notification requirements for lands around airports and are available on-

line at http://www.leginfo.ca.gov/calaw.html. Any person who intends to offer subdivided lands, common interest developments and residential properties for sale or lease within an airport influence area is required to disclose that fact to the person buying the property.

3.8

These comments reflect the areas of concern to the Division with respect to airport-related noise, safety, and regional land use planning issues. We advise you to contact our District 7 office concerning surface transportation issues.

Thank you for the opportunity to review and comment on this proposal. If you have any questions, please contact me at (916) 654-6223, or by email at philip_crimmins@dot.ca.gov.

Sincerely,

PHILIP CRIMMINS
Aviation Environmental Specialist

c: State Clearinghouse, Los Angeles County ALUC, Brackett Field Airport

Letter 3

Commenter: Philip Crimmins, Aviation Environmental Specialist, Department of Transportation, Division of Aeronautics

Date: August 15, 2013

Response 3.1

The commenter states that the Division of Aeronautics reviewed the Draft EIR for the proposed project and describes the agency's jurisdiction and expertise regarding airport operations safety and airport land use compatibility.

This comment is noted.

Response 3.2

The commenter correctly states that portions of the planning boundary and safety zone depicted in the airport land use compatibility plan for Brackett Field Airport extend into the city of Pomona.

As noted in Section 4.6, *Hazards and Hazardous Materials*, of the EIR, the Runway Protection Zone (RPZ) of Brackett Field extends into the city of Pomona in the Fairplex area. The EIR acknowledges that implementation of the General Plan Update and Corridors Specific Plan could result in construction of residential, commercial, and industrial uses in proximity to Brackett Field and notes that compliance with existing regulations, including any polices arising out of the ALUCP, which is currently under preparation for Brackett Field, would reduce potential hazards to some degree. However, because the General Plan Update does not contain specific policy language to address the potential hazards associated with the proximity of the airport to existing and potential future residential uses, implementation of mitigation measure HAZ-1 is also required to reduce potential compatibility impacts.

Response 3.3

The commenter states that prior to the amendment of a general plan or specific plan within the planning boundary established by the airport land use commission (ALUC), the local agency shall first refer the proposed action to the ALUC. The commenter goes on to outline the procedure required should the ALUC determine that the proposed action is inconsistent with the airport land use plan.

The Draft EIR was provided to the Los Angeles County ALUC for review and comment during the public comment period. Please see Responses to Letter 4 for a summary of the comments received from that agency as well as the responses provided. The policies included in the current airport land use plan for Brackett Field (1991) are limited in scope primarily to noise compatibility and safety hazards. However, as described in Section 4.6 of the EIR, the Los Angeles County Department of Regional Planning began preparation of an ALUCP for Brackett Field in November 2012. The Brackett Field Airport Land Use Compatibility Plan (ALUCP) will set forth land use compatibility policies applicable to future development in the vicinity of the Brackett Field. Once adopted, these policies will provide the basis by which the Airport Land Use Commission can carry out its land use development review responsibilities in accordance with state law. Mitigation measure HAZ-1, described in Section 4.6,

Hazards and Hazardous Materials, of the EIR requires that the following policies be incorporated in the General Plan Update:

> *Maintain consistency with the Los Angeles County Airport Land Use Compatibility Plan [once adopted] as it pertains to Brackett Field.*
>
> *Ensure that land uses, densities, and building heights within Airport Land Use Compatibility Zones are compatible with safe operation of Brackett Field.*

Compliance with policies in the existing airport land use plan as well as implementation of HAZ-1 would reduce the potential for inconsistencies between proposed future land uses and airport operations.

Response 3.4

The commenter suggests that General Plans must clearly demonstrate the intent to adhere to airport land use compatibility policies and should include policies committing the city to adopt compatibility criteria to ensure conflicts are avoided. Several options are provided including incorporating airport compatibility policies into the update.

As noted in Response 3.3, mitigation measure HAZ-1 requires that the following policies be incorporated into the General Plan Update:

> *Maintain consistency with the Los Angeles County Airport Land Use Compatibility Plan [once adopted] as it pertains to Brackett Field.*
>
> *Ensure that land uses, densities, and building heights within Airport Land Use Compatibility Zones are compatible with safe operation of Brackett Field.*

Incorporation of these policies into the General Plan Update demonstrates the City's intent to maintain consistency with land use compatibility policies adopted as part of the future ALUCP for Brackett Field.

Response 3.5

The commenter suggests that the proposed project should be coordinated with Brackett Field staff to ensure compatibility with existing as well as future airport operations.

The Draft EIR was provided to the Los Angeles County ALUC for review and comment during the public comment period. See Responses to Letter 4 for comments submitted by that agency and the responses provided.

Response 3.6

The commenter notes that the California Airport Land Use Planning Handbook is available for use during the preparation of environmental documentation for projects within airport land use compatibility plan boundaries.

The California Land Use Planning Handbook was consulted during preparation of the Draft EIR, in particular the General Plan Consistency Checklist provided in that document. As stated previously, the only portion of the City that is within the currently adopted planning boundary/airport influence area for

Brackett Field is located within the eastern portion of the Fairplex area. Fairplex is identified as a Special Campus Area in the proposed General Plan Update. The General Plan Update does not provide information on maximum height restrictions or residential densities for this area; instead those will be determined during a future specific plan effort as identified in Section 8, Implementation, of the General Plan Update. Therefore, the policies required by mitigation measure HAZ-1 have been provided to ensure compatibility of the future specific plan for the Fairplex area with the adopted ALUCP at the time.

In addition, future projects proposed within the Brackett Field planning boundary/airport influence area will be subject to the land use compatibility criteria contained in the relevant ALUCP adopted at that time.

Response 3.7

The commenter states that the California Public Utilities Code prohibits structural hazards near airports and that the planned height of buildings, antennas, and other objects should be checked with respect to Federal Aviation Regulation (FAR) Part 77 criteria. The commenter suggests that General Plans include policies restricting heights of structures to protect airport airspace.

The only portion of the City that is within the currently adopted planning boundary/airport influence area for Brackett Field is located within the eastern portion of the Fairplex area. At this time specific land use proposals, development densities or height restrictions have not been provided for this area in the General Plan Update; instead these will be the subject of a future specific plan process, which will consider the adopted ALUCP at the time as well as any regulatory requirements. However, any future development proposals as well as the planned specific plan will be required to maintain consistency with adopted FAR, including height restrictions.

Response 3.8

The commenter provides information regarding buyer notification and disclosure requirements for lands in proximity to airports.

This information is noted. As appropriate and legally required, the City presumes that applicable disclosure requirements will be followed when land transactions for properties in proximity to the airport occur.

County of Los Angeles
Regional Planning Commission
Airport Land Use Commission

Letter 4

Rec'd 9/3/13

Commissioners
David W. Louie, Chair
Esther L. Valadez, Vice Chair
Harold V. Helsley
Curt Pedersen
Pat Modugno

August 28, 2013

Brad Johnson, Planning Manager
City of Pomona, Planning Division
505 South Garey Avenue
Pomona, CA 91766

SUBJECT: NOTICE OF AVAILABILITY OF A DRAFT ENVIRONMENTAL IMPACT REPORT FOR THE CITY OF POMONA GENERAL PLAN UPDATE, CORRIDORS SPECIFIC PLAN, ACTIVE TRANSPORTATION PLAN AND GREEN PLAN

Thank you for the opportunity to comment on the City of Pomona General Plan Update, Corridors Specific Plan, Active Transportation Plan and Green Plan Draft Environmental Impact Report Notice of Availability. Staff of the Los Angeles County Airport Land Use Commission (ALUC) has reviewed the Notice of Availability document and has the following comments.

In accordance with the Public Utilities Code (PUC), Section 21676(b), prior to the amendment of a general plan or specific plan, or the adoption or approval of a zoning ordinance or building regulation within the planning boundary established by the airport land use commission pursuant to Section 21675, the local agency shall first refer the proposed action to the ALUC for a consistency determination with the adopted Airport Land Use Plan.

4.1

The types of potential airport impacts which the ALUC considers are: 1) Exposure to aircraft noise; 2) Land use safety – the risks, both to people on the ground and the occupants of aircraft, associated with aircraft accidents near airports; 3) Protection of airport airspace from hazards to flight; and 4) General concerns, especially annoyance, related to aircraft overflights. The relevant sections of the Draft EIR which the ALUC will review for this project are the Land Use & Planning, Noise and Hazards/Hazardous Materials.

The timing of submission of materials for review by the ALUC should be after the City of Pomona has taken preliminary action, such as through Planning Commission initial approval, but before the City Council has considered the project for final approval. All project information should be filed with the Department of Regional Planning.

A pre-consultation with ALUC staff is recommended before the formal submission of project materials, which can be arranged by calling (213) 974-6425 or sending an email to dmcdonald@planning.lacounty.gov. For additional information on project submittal materials, please visit our webpage at: http://planning.lacounty.gov/aluc.

If you have any questions, please call David McDonald at (213) 974-6425, Monday through Thursday between 7:30 a.m. and 5:30 p.m.

Richard J. Bruckner
Director
Dept. of Regional Planning

Rosie O. Ruiz
Secretary of Commission

320 West Temple Street, Los Angeles, California 90012 Telephone (213) 974-6409 or TDD (213) 617-2292

Very Truly Yours,

Carmen Sainz, Section Head
Community Studies East

CS:DM

Letter 4

Commenter: Carmen Sainz, Section Head, Community Studies East, County of Los Angeles Regional Planning Commissions Airport Land Use Commission

Date: August 23, 2013

Response 4.1

The commenter states that the Airport Land Use Commission (ALUC) has reviewed the Notice of Availability Document provided. In addition, the commenter states that in accordance with Public Utilities Code, Section 21676(b) prior to amendment of a general plan or specific plan within the planning boundary established by the airport land use commission the City should first refer the proposed action to ALUC for a consistency determination with the adopted airport land use plan. The commenter goes on to state which sections of the EIR will be reviewed as part of the consistency determination and when the submission of materials to the ALUC should occur; after the City has taken preliminary action (e.g., Planning Commission approval), but before City Council considers final approval. A pre-consultation with ALUC staff is also recommended.

These requirements are noted. The City has received the information regarding consultation and submission of materials to the ALUC and intends to comply with all applicable regulations.

Letter 5

STATE OF CALIFORNIA EDMUND G. BROWN JR., *Governor*

PUBLIC UTILITIES COMMISSION
320 WEST 4TH STREET, SUITE 500
LOS ANGELES, CA 90013
(213) 576-7083

September 3, 2013

Brad Johnson
City of Pomona
505 South Garey Avenue
Pomona, CA 91766

Dear Johnson:

Re: SCH 2012051025 Pomona General Plan Update & Bikeway Network DEIR

The California Public Utilities Commission (Commission) has jurisdiction over the safety of highway-rail crossings (crossings) in California. The California Public Utilities Code requires Commission approval for the construction or alteration of crossings and grants the Commission exclusive power on the design, alteration, and closure of crossings in California. The Commission Rail Crossings Engineering Section (RCES) is in receipt of the Draft *Environmental Impact Report (DEIR)* for the proposed City of Pomona (City) General Plan Update & Bikeway Network project. 5.1

The project area includes active railroad tracks owned by the Union Pacific Railroad (UPRR) Company and the Southern California Regional Rail Authority (SCRRA). RCES recommends that the City add language to the General Plan Update so that any future development adjacent to or near the railroad/light rail right-of-way (ROW) is planned with the safety of the rail corridor in mind. New developments may increase traffic volumes not only on streets and at intersections, but also at at-grade crossings. This includes considering pedestrian/bike circulation patterns or destinations with respect to railroad ROW and compliance with the Americans with Disabilities Act. Mitigation measures to consider include, but are not limited to, the planning for grade separations for major thoroughfares, improvements to existing at-grade crossings due to increase in traffic volumes and continuous vandal resistant fencing or other appropriate barriers to limit the access of trespassers onto the railroad ROW. 5.2

In addition, the project's Active Transportation Plan proposes a system of bikeways throughout the City. The proposed bicycle lanes will be along the existing roadways and cross over the active rail tracks at-grade. As such, this project may involve modification of existing public crossings which require authorization from the Commission through the General Order (GO) 88-B request process. Prior to submission of a GO 88-B request, the City should arrange a diagnostic meeting with RCES, UPRR and SCRRA to discuss relevant safety issues and requirements for the Commission's authorization. RCES representatives are available for consultation on crossing safety matters. See the link for more information: http://www.cpuc.ca.gov/PUC/safety/Rail/Crossings/index.htm. 5.3

If you have any questions in this matter, please contact me at (213) 576-7076, ykc@cpuc.ca.gov.

Sincerely,

Ken Chiang, P.E.
Utilities Engineer
Rail Crossings Engineering Section
Safety and Enforcement Division

C: State Clearinghouse

Letter 5

Commenter: Ken Chiang, Utilities Engineer, Rail Crossings Engineering Section, Safety and Enforcement Division, California Public Utilities Commission

Date: September 3, 2013

Response 5.1

The commenter describes the jurisdiction of the California Public Utilities Commission (CPUC) over the safety of rail crossings in California and states that the CPUC has reviewed the Draft EIR for the proposed project.

This comment is noted.

Response 5.2

The commenter suggests that policy language be added to the General Plan Update so that any future development adjacent to or near the railroad/light rail right-of-way (ROW) is planned with safety of the rail corridor in mind. The commenter goes on to suggest that new development may increase traffic volumes at at-grade rail crossings, including pedestrian and bicycle traffic, and provides specific examples of the types of project-level design features that could be considered.

The General Plan Update, Corridors Specific Plan and Active Transportation Plan are programmatic in nature and do not include specific project proposals. The suggested mitigation measures, such as improvements to at-grade crossings and provision of fencing along the railroad right-of-way, would be considered at the time specific development proposals, including those within the vicinity of the railroad right-of-way, are brought forward. In addition, the following policy language has been incorporated into the General Plan Update as requested:

> *Projects proposed adjacent to or near the railroad/light rail right-of-way should consider the safety of the rail corridor during design. Appropriate design features, such as improvements to at-grade crossings and provision of fencing along the railroad right-of-way, should be considered to ensure safety along the rail right-of-way and at railway crossings.*

Response 5.3

The commenter states that modification of existing public rail crossings requires authorization from the CPUC through the General Order (GO) 88-B request process.

Prior to construction/modification of any future rail crossings the City will comply with all regulatory requirements, including but not limited to:

- California Public Utilities Code, Sections 1201 et al, which requires CPUC authorization to construct rail crossings;
- CPUC's Rules of Practice and Procedure, which details the Formal Application process for construction or modification of a public crossing; and
- CPUC's General Order (GO) 88-B, Rules for Altering Public Highway-Rail Crossings.

COUNTY OF LOS ANGELES

FIRE DEPARTMENT

1320 NORTH EASTERN AVENUE
LOS ANGELES, CALIFORNIA 90063-3294

Letter 6

DARYL L. OSBY
FIRE CHIEF
FORESTER & FIRE WARDEN

RECEIVED
SEP 9 2013
By

September 4, 2013

Brad Johnson, Planning Manager
Planning Division
City of Pomona
505 South Garvey Avenue
Pomona, CA 91766

Dear Mr. Johnson:

DRAFT ENVIRONMENTAL IMPACT REPORT, SCH NO. 2012051025, "GENERAL PLAN UPDATE" PROVIDES COMPREHENSIVE LAND USE, HOUSING, CIRCULATION AND INFRASTRUCTURE, PUBLIC SERVICE, RESOURCE CONSERVATION AND PUBLIC SAFETY POLICIES FOR THE ENTIRE CITY, CITYWIDE, POMONA (FFER #201300122)

The Draft Environmental Impact Report has been reviewed by the Planning Division, Land Development Unit, Forestry Division, and Health Hazardous Materials Division of the County of Los Angeles Fire Department. The following are their comments:

PLANNING DIVISION:

4.11 PUBLIC SERVICES

Environmental Setting

Paragraphs 1 and 2 have been updated as follows:

6.1

The Los Angeles County Fire Department (LACoFD) serves the city of Pomona. The LACoFD operates 9 divisions, 22 battalions, and ~~168~~ *170* fire stations to serve 3,976,398 residents in 2,305 square miles. In ~~2011~~ *2012*, LACoFD responded to over ~~297,000~~ *314,000* incidents. LACoFD employs ~~4,834~~ 4,667 personnel, including ~~2,052~~ *2,023* fire fighters, fire fighter specialists, and fire fighter paramedics (County of Los Angeles Fire Department, ~~2011~~ *2013*).

Pomona is part of the LACoFD Division VIII. In addition to Pomona, Division VIII includes the neighboring cities of Diamond Bar, Walnut, Hacienda Heights, *La Puente* and Industry. There are ~~19~~ *18* fire stations among the cities in Division VIII, ~~8~~ *7* of which are located in Pomona. If necessary, resources in adjacent jurisdictions provide additional support. 6.1

Response Time

The paragraph under this section has been updated as follows:

LACoFD uses national guidelines of a 5-minute response time for the first-arriving unit for fire and EMS responses and 8 minutes for the advanced life support unit in urban areas. The ~~actual~~ *average emergency* response time in ~~2011-12~~ *2012* for the first-arriving unit was 4 minutes and ~~49~~ *46* seconds ~~(Aguirre 2012)~~. Because of the closure of Fire Station 181 in 2012, the Fire Department anticipates that average emergency response times citywide will increase. 6.2

Table 4.11-1 Fire Station Facilities has been corrected as follows:

Table 4.11-1 Fire Station Facilities 6.3

Station No.	Street Address	Post Position Staffing
182	1059 N. White Avenue	1 Fire Captain 1 Fire Fighter Specialist *1 Fire Fighter*
183	710 N. San Antonio	1 Fire Captain 1 Fire Fighter Specialist/PM *3 Fire Fighters/Paramedics*
184	1980 W. Orange Grove	1 Fire Captain 1 Fire Fighter Specialist *3 Fire Fighters/Paramedics*
185	925 E. Lexington	1 Fire Captain 2 Fire Fighter Specialists *3 Fire Fighters*
186	280 E. Bonita	1 Fire Captain 1 Fire Fighter Specialist 1 Fire Fighter
187	3325 Temple Avenue	1 Fire Captain 1 Fire Fighter Specialist 2 Fire Fighters

188	18 A Village Loop Road	1 Captain 1 Fire Fighter Specialist 1 Fire Fighter

SOURCE: ~~Debbie Aguirre,~~ Los Angeles County Fire Department, ~~July 2012~~ August 2013.
Note: Post Position Staffing refers to the number of positions on duty daily, not the number of fire fighters assigned to city fire stations.

6.3

Figure 4.11.1

Effective September 16, 2012, Fire Station 181 was placed out of service; therefore, its location should be deleted from the map.

Project Impacts and Mitigation

Project Impacts

Paragraph 1 has been updated as follows:

6.4

The proposed General Plan Update and Corridors Specific Plan would not expand city limits or development into undeveloped areas. Rather, development in the city would be intensified and the city's population would increase. While fire and emergency medical service capacity is primarily based on service area, an increase in population could incrementally increase the number of service calls and could eventually necessitate the need for additional staff and possibly facilities. LACoFD uses several indicators to determine the need for additional resources and staffing, such as response times, incident loads, residential and transient population and square footage of improvements (Aguirre, 2012). LACoFD service goals are based on national guidelines of a 5-minute response time for the first-arriving unit for fire and EMS responses and 8 minutes for the advanced life support (paramedic) unit in urban areas. The ~~actual~~ *average emergency* response time in ~~2011/12~~ *2012* was 4 minutes, ~~49~~ *46* seconds. LACoFD is currently operating at acceptable levels of fire protection services within the 5-minute response time goal (Aguirre, 2012).

LAND DEVELOPMENT UNIT:

6.5

1. This project does not propose construction of structures or any other improvements at this time. Therefore, until actual construction is proposed the project will not have a significant impact to the Fire Department, Land Development Unit.
2. The County of Los Angeles Fire Department, Land Development Unit, appreciates the opportunity to comment on this project.
3. When developing the infrastructure and when actual construction is proposed, the following requirements shall be incorporated into the project proposals.

4. Should any questions arise regarding subdivision, water systems, or access, please contact the County of Los Angeles Fire Department, Land Development Unit Inspector, Claudia Soiza, at (323) 890-4243. 6.5

FORESTRY DIVISION – OTHER ENVIRONMENTAL CONCERNS:

1. The statutory responsibilities of the County of Los Angeles Fire Department, Forestry Division include erosion control, watershed management, rare and endangered species, vegetation, fuel modification for Very High Fire Hazard Severity Zones or Fire Zone 4, archeological and cultural resources, and the County Oak Tree Ordinance. 6.6

2. The areas germane to the statutory responsibilities of the County of Los Angeles Fire Department, Forestry Division have been addressed.

HEALTH HAZARDOUS MATERIALS DIVISION:

1. The Health Hazardous Materials Division has no objection to the proposed project. However, it is recommended that the "General Plan Update" include requirements for completion of a Phase I for properties with historical use, storage or release of hazardous materials proposed for development. If Phase I indicates to potential contamination, the property should be assessed/mitigated under oversight of a local or State governmental agency prior to grading. 6.7

If you have any additional questions, please contact this office at (323) 890-4330.

Very truly yours,

Frank Vidales

FRANK VIDALES, CHIEF, FORESTRY DIVISION
PREVENTION SERVICES BUREAU

FV:ij

Letter 6

Commenter: Frank Vidales, Chief Forestry Division, Prevention Services Bureau, County of Los Angeles Fire Department

Date: September 4, 2013

Response 6.1

The commenter provides updated information about the Los Angeles County Fire Department (LACoFD) service and operations. The following text has been updated on page 4.11-1 of the Final EIR to address this comment:

> The Los Angeles County Fire Department (LACoFD) serves the city of Pomona. The LACoFD operates 9 divisions, 22 battalions, and ~~168~~ 170 fire stations to serve 3,976,398 residents in 2,305 square miles. In ~~2011~~ 2012, LACoFD responded to over ~~297,000~~ 314,000 incidents. LACoFD employs ~~4,834~~ 4,667 personnel, including ~~2,052~~ 2,023 fire fighters, fire fighter specialists, and fire fighter paramedics (County of Los Angeles Fire Department, ~~2011~~ 2013).
>
> Pomona is part of the LACoFD Division VIII. In addition to Pomona, Division VIII includes the neighboring cities of Diamond Bar, Walnut, Hacienda Heights, La Puente and Industry. There are ~~19~~ 18 fire stations among the cities in Division VIII, 8 of which are located in Pomona. If necessary, resources in adjacent jurisdictions provide additional support.

None of these changes introduces significant new information or affects the conclusions of the EIR.

Response 6.2

The commenter provides updated information about LACoFD response times. The following text has been updated on page 4.11-1 and 4.11-2 of the Final EIR to address this comment:

> LACoFD uses national guidelines of a 5-minute response time for the first-arriving unit for fire and EMS responses and 8 minutes for the advanced life support unit in urban areas. The ~~actual~~ average emergency response time in ~~2011-12~~ 2012 for the first-arriving unit was 4 minutes and ~~49~~ 46 seconds ~~(Aguirre 2012)~~. Because of the closure of Fire Station 181 in 2012, the Fire Department anticipates that average emergency response times citywide will increase (County of Los Angeles Fire Department, 2013).

None of these changes introduces significant new information or affects the conclusions of the EIR.

Response 6.3

The commenter provides updated information for Table 4.11-1. The changes to the table have been made in the Final EIR on page 4.11-2 and to Figure 4.11-1.

None of these changes introduces significant new information or affects the conclusions of the EIR.

Response 6.4

The commenter provides updated information about the LACoFD response times. The following text has been updated on page 4.11-4 of the Final EIR to address this comment:

> The ~~actual~~ average emergency response time in ~~2011/12~~ 2012 was 4 minutes, ~~49~~ 46 seconds.

None of these changes introduces significant new information or affects the conclusions of the EIR.

Response 6.5

The commenter states that until specific construction projects are proposed, the project will not have an impact to the LACoFD Land Development Unit. The commenter notes the Land Development Unit of the LACoFD has requirements for proposed projects and provides contact details should questions arise during the future projects.

As is stated in Section 4.11, *Public Services*, development that would occur under the proposed General Plan Update and Corridors Specific Plan would be required to comply with all applicable federal, state, and local regulations governing the provision of fire protection services. This comment is noted.

Response 6.6

The commenter states that the areas germane to the statutory responsibilities of the LACoFD Forestry Division have been addressed.

As is stated in Section 4.11, *Public Services*, development that would occur under the proposed General Plan Update and Corridors Specific Plan would be required to comply with all applicable federal, state, and local regulations governing the provision of fire protection services. This comment is noted.

Response 6.7

The commenter states that the LACoFD Health Hazardous Materials Division has no objection to the proposed project, but recommends that the General Plan Update include requirements for completion of a Phase I environmental site assessment for properties with historical use, storage, or release of hazardous materials proposed for development and that any contamination found should be mitigated prior to grading.

As discussed in Section 4.6, *Hazards and Hazardous Materials,* hazardous materials sites would be required to undergo remediation and cleanup under DTSC and RWQCB requirements prior to construction activities. Furthermore, implementation of proposed Policy 7G.P37 requires remediation and cleanup, and evaluation of risk prior to reuse, in identified areas where hazardous materials and petroleum products have impacted soil or groundwater. If contamination at any specific project area were to exceed regulatory action levels, the proponent would be required to undertake remediation procedures prior to grading and development under the supervision of the County Environmental Health Division, County Department of Toxic Substances Control, or RWQCB (depending upon the nature of any identified contamination). Therefore, with implementation of existing state and local regulations as well as General Plan Update Policy 7G.P37, impacts associated with known contamination at sites within the city would be less than significant.

Letter 7

OFFICE OF THE SUPERINTENDENT OF SCHOOLS

Pomona Unified School District

800 South Garey Avenue, P.O. Box 2900, Pomona, California 91769
Phone: (909) 397-4800, Ext. 3882 Fax: (909) 397-4881 Website Address: www.pusd.org

September 5, 2013

Brad Johnson, Planning Manager
City of Pomona - Planning Department
Post Office Box 660
Pomona, CA 91769

Subject: Response to Draft Environmental Impact Report on City of Pomona General Plan Update, Corridors Specific Plan, Active Transportation Plan and Green Plan.

Dear Mr. Johnson,

The Pomona Unified School District ("District") appreciates the opportunity to comment on the EIR for the above-referenced General Plan Update documents. The District understands that these documents are the considered result of years of City Staff work, significant community input, and time-consuming consultant research and formulation. 7.1

From the District's point of view, the City's effort in updating its 1976 General Plan has been exemplary. In a creative way, it brings together both the projected needs of the City and those of individual landowners. In that regard, the District would like to offer its appreciation to City Staff for recognizing that some District-owned property should receive new and updated land-use designations under the proposed General Plan Update and Corridors Specific Plan. These new designations are designed to meet current market demands for residential development or for mixed-use commercial development. The General Plan points out that, as a largely built-out city, there are fewer developable properties available to address Pomona's historical under-supply of homes. Under the proposed General Plan Update, properties have now been given land uses that speak to the City's need for additional development.

The following District-owned properties, totaling approximately 75 acres, are proposed to receive enhanced land-use designations. The District properties so designated either have, or may at some point in the future, become surplus to the District's mission purpose. The designations, if adopted by the City Council, will, over time, both significantly increase the value of the District's properties and meet the City's needs for quality development along important corridors of the City.

The District properties which would be affected are:

1. **Rio Rancho/Bonanza Property**, SWC Garey/Rio Rancho, 14.3 unimproved acres – proposed Designation: T4-A "Neighborhood Parkway Segment" (maximum 70 units/ac);
2. **Garey Ninth Grade Campus**, below SEC Garey/Olive, 5.9 unimproved acres – proposed Designation: T4-B "Neighborhood Parkway Segment" (maximum 20 units/ac);
3. **Various East End/Holt Properties**, 2.35 unimproved acres - proposed Designation: T4-B "City Gateway Segment – Neighborhood Edge" (maximum 40 units/ac);
4. **1425 Holt**, improved 0.67-acre – proposed Designation: T4-B "City Gateway Segment – Neighborhood Edge" (maximum 40 units/ac);
5. **SEC Holt/East End**, 35.5 improved acres – proposed Designation: T5 "Urban Neighborhood" (maximum 80 units/ac);
6. **1515 West Mission**, 10.1 improved acres - proposed Designation: T4-A "Midtown Segment" (maximum 70 units/ac);
7. **SEC 10 Freeway/Dudley**, 7.0 unimproved acres - proposed Designation: T4-A "Urban Neighborhood" (maximum 70 units/ac).

7.1

The Pomona Unified School District supports the proposed General Plan Update, the Corridors Specific Plan, and the Environmental Impact Report that analyzes the various impacts on the community of these planning documents. The proposed land-use designations contained in the General Plan Update and the Corridors Specific Plan will positively affect the ability of the District to convert possible surplus property both to its needs and those of the City. In doing so, it will enhance the assets of the District and help the students of the Pomona Unified School District.

Sincerely,

Richard Martinez
Superintendent of Schools

C: Members, Board of Education, Pomona Unified School District
Leslie Barnes, Assistant Superintendent, Business Services, Pomona Unified School District

Letter 7

Commenter: Richard Martinez, Superintendent of Schools, Pomona Unified School District

Date: September 5, 2013

Response 7.1

The commenter states the District's support for the proposed General Plan Update, Corridors Specific Plan, and EIR and agrees with the proposed land-use designations contained in the General Plan Update for District-owned properties.

This comment is noted and no further response is necessary.

CALIFORNIA STATE POLYTECHNIC UNIVERSITY, POMONA

Letter 8

Office of the President

RECEIVED
SEP 9 2013
By

September 5, 2013

Via E-Mail (brad_johnson@ci.pomona.ca.us)

Mr. Brad Johnson
Planning Manager
City of Pomona, Planning Division
505 South Garey Avenue
Pomona, CA 91766

Re: Comments on Notice of Availability of a Draft Environmental Impact Report

Dear Mr. Johnson:

California State Polytechnic University, Pomona has received a copy of the draft EIR for the City of Pomona General Plan Update, Corridors Specific Plan, Active Transportation Plan and Green Plan. The draft documents, dated July 25, 2013, include or incorporate the University's Spadra Farm property in an area designated as a "transit oriented district." This revision was made without consultation with my office or staff and is completely unacceptable to the University. 8.1

The Spadra Farm is an instructional facility for the University's College of Agriculture and should not be identified in any specific plan area for the City of Pomona. Any reference to University land or facilities in the City General Plan or other planning documents must be consistent with the University's Campus Master Plan, which was approved by the California State University's Board of Trustees and adopted in 2000.

Please revise the July 25, 2013, draft EIR accordingly.

Sincerely,

J. Michael Ortiz, Ph.D.
President

cc: Gary Means, Cal Poly Pomona
Dr. Edwin A. Barnes, Cal Poly Pomona
Walter Marquez, Cal Poly Pomona

3801 West Temple Avenue, Pomona, CA 91768 Telephone (909) 869-2290 Fax (909) 869-4535 E-mail jmo@csupomona.edu

THE CALIFORNIA STATE UNIVERSITY *Bakersfield, Channel Islands, Chico, Dominguez Hills, East Bay, Fresno, Fullerton, Humboldt, Long Beach, Los Angeles, Maritime Academy, Monterey Bay, Northridge, Pomona, Sacramento, San Bernardino, San Diego, San Francisco, San Jose, San Luis Obispo, San Marcos, Sonoma, Stanislaus*

Letter 8

Commenter: J. Michael Ortiz, President, California State Polytechnic University, Pomona

Date: September 5, 2013

Response 8.1

The commenter objects to the University's Spadra Farm property being within an area designated as a "transit oriented district" by the General Plan Update.

This comment pertains to the merits of the General Plan Update and does not challenge or question the analysis or conclusions in the EIR.

Community Development staff has met with representatives from the Management team of Cal Poly Pomona over the last several years of the General Plan Update process. The General Plan Place Types Map Figure 6.3 "Pomona Tomorrow" does allow the types of land uses envisioned in the Cal Poly Pomona Campus Master Plan of 2000 and the 2010 Revisions to the Master Plan. The one exception is the area physically detached from the campus that is identified as Academic 1.c. "Agricultural Crop Production" on the 2000 Master Plan. This area is located between the rail tracks, south of Valley Boulevard and encompasses approximately 160 acres of agricultural field operations land area, aka Spadra Farms. Since Cal Poly has indicated a strong opposition to the reclassification of the agricultural fields, City staff will present an addendum action to modify the Place Types Map Figure 6.3 to refer to these agricultural fields as "Special Campus" similar to the core of the college campus area to ensure the University will be able to continue use of the fields for educational purposes as outlined in their 2000 Master Plan. This change in land use designation for this area of the City would not affect the conclusions of the EIR.

Letter 9

COUNTY SANITATION DISTRICTS
OF LOS ANGELES COUNTY

1955 Workman Mill Road, Whittier, CA 90601-1400
Mailing Address: P.O. Box 4998, Whittier, CA 90607-4998
Telephone: (562) 699-7411, FAX: (562) 699-5422
www.lacsd.org

GRACE ROBINSON CHAN
Chief Engineer and General Manager

September 6, 2013

Ref File No.: 2685115

RECEIVED
SEP 9 2013
By

Mr. Brad Johnson, Planning Manager
Planning Division
City of Pomona
505 South Garey Avenue
Pomona, CA 91769

Dear Mr. Johnson:

City of Pomona General Plan Update,
Corridors Specific Plan, Active Transportation Plan and Green Plan

The County Sanitation Districts of Los Angeles County (Districts) received a Draft Environmental Impact Report for the subject project on July 29, 2013. The City of Pomona (City) is located entirely within the jurisdictional boundaries of District No. 21. We offer the following updates and comments:

1. Previous comments submitted by the Districts in correspondence dated May 30, 2012 (copy enclosed) still apply the subject project with the following updated information. 9.1

2. The wastewater generated within the City is treated at the Pomona Water Reclamation Plant (WRP), which currently processes an average flow of 8.7 million gallons per day (mgd), and/or the San Jose Creek WRP currently processes an average flow of 75.6 mgd. 9.2

3. For a copy of the Districts' average wastewater generation factors, go to www.lacsd.org, Wastewater & Sewer Systems, Will Serve Program, and click on the Table 1, Loadings for Each Class of Land Use link. 9.3

4. **Chapter 4.14 Utilities and Service Systems**, *Section 4.14.2 Wastewater*, page 4.14-8, under the subheading Treatment System states, "The LACSD is a conglomeration of 23 independent special districts responsible for collecting, treating, recycling, and disposing of the wastewater and industrial wastes generated by 5.4 million people living in an 815-square mile area of Los Angeles County. The LACSD operates approximately 1,400 miles of main trunk sewers, 50 pumping plants, and 11 wastewater treatment plants." 9.4

   The Districts (LACSD aforementioned) serves approximately 5.5 million people in Los Angeles County and the service area covers approximately 824 square miles. The Districts also operates approximately 1,445 miles of main trunk sewers and only 49 pumping plants are currently active.

DOC: #2718464.D21

Recycled Paper

5. **Chapter 2 Project Description**, *Section 2.3.3 General Plan Land Pattern and Potential for Change*, page 2.13, Figure 2-7 categorizes the Districts Pomona WRP, located in 295 Humane Way in Pomona, as Workplace District Edge. A description is provided for aforesaid category on page 2-5 and includes the uses of moderately intense office, light industrial / flex, and other workplace uses. Allowable public utility uses are not mentioned, specifically the operation of a treatment plant. The Districts would appreciate the opportunity to review and comment on expected municipal code amendments related to land use classification in order to incorporate public utility uses in these descriptions. 9.5

6. All other information concerning Districts' facilities and sewerage service contained in the document is current. 9.6

If you have any questions, please contact the undersigned at (562) 908-4288, extension 2717.

Very truly yours,

Grace Robinson Chan

Adriana Raza
Customer Service Specialist
Facilities Planning Department

AR:ar

Enclosure

DOC: #2718464.D21

COUNTY SANITATION DISTRICTS
OF LOS ANGELES COUNTY

1955 Workman Mill Road, Whittier, CA 90601-1400
Mailing Address: P.O. Box 4998, Whittier, CA 90607-4998
Telephone: (562) 699-7411, FAX: (562) 699-5422
www.lacsd.org

GRACE ROBINSON CHAN
Chief Engineer and General Manager

May 30, 2012

Ref. File No: 2235313

Mr. Brad Johnson, Planning Manager
Planning Division
City of Pomona
505 South Garey Avenue
Pomona, CA 91766

Dear Mr. Johnson:

2011 General Plan Update

The County Sanitation Districts of Los Angeles County (Districts) received a Notice of Preparation of a Draft Environmental Impact Report for the subject project on May 7, 2012. The proposed development is located within the jurisdictional boundaries of District No. 21. We offer the following comments regarding sewerage service:

1. The Districts should review individual developments within the City of Pomona (City) in order to determine whether or not sufficient trunk sewer capacity exists to serve each project and if Districts' facilities will be affected by a project.

2. The Districts own, operate, and maintain only the large trunk sewers that form the backbone of the regional wastewater conveyance system. Local collector and/or lateral sewer lines are the responsibility of the jurisdiction in which they are located. As such, the Districts cannot comment on any deficiencies in the sewerage system in the City except to state that presently no deficiencies exist in Districts' facilities that serve the City.

3. The wastewater generated by the proposed project will be treated at the Pomona Water Reclamation Plant (WRP), which has a design capacity of 15 mgd and currently processes an average flow of 8.7 million gallons per day (mgd), or the San Jose Creek WRP located adjacent to the City of Industry, which has a design capacity of 100 mgd and currently processes an average flow of 75.1 mgd. Wastewater flows that exceed the capacity of the San Jose Creek WRP, and all biosolids, are diverted to and treated at the Joint Water Pollution Control Plant located in the City of Carson.

4. In order to estimate the volume of wastewater the project will generate, go to www.lacsd.org, Information Center, Will Serve Program/Buildover Procedures, Obtain Will Serve Letter, and click on the appropriate link on page 2 for a copy of the Districts' average wastewater generation factors.

Doc #: 2256439.D21

Recycled Paper

5. The Districts are authorized by the California Health and Safety Code to charge a fee for the privilege of connecting (directly or indirectly) to the Districts' Sewerage System or increasing the strength or quantity of wastewater attributable to a particular parcel or operation already connected. This connection fee is a capital facilities fee that is imposed in an amount sufficient to construct an incremental expansion of the Sewerage System to accommodate the proposed project. Payment of a connection fee will be required before a permit to connect to the sewer is issued. For a copy of the Connection Fee Information Sheet, go to www.lacsd.org, Information Center, Will Serve Program/Buildover Procedures, Obtain Will Serve Letter, and click on the appropriate link on page 2. For more specific information regarding the connection fee application procedure and fees, please contact the Connection Fee Counter at extension 2727.

6. In order for the Districts to conform to the requirements of the Federal Clean Air Act (CAA), the design capacities of the Districts' wastewater treatment facilities are based on the regional growth forecast adopted by the Southern California Association of Governments (SCAG). Specific policies included in the development of the SCAG regional growth forecast are incorporated into clean air plans, which are prepared by the South Coast and Antelope Valley Air Quality Management Districts in order to improve air quality in the South Coast and Mojave Desert Air Basins as mandated by the CAA. All expansions of Districts' facilities must be sized and service phased in a manner that will be consistent with the SCAG regional growth forecast for the counties of Los Angeles, Orange, San Bernardino, Riverside, Ventura, and Imperial. The available capacity of the Districts' treatment facilities will, therefore, be limited to levels associated with the approved growth identified by SCAG. As such, this letter does not constitute a guarantee of wastewater service, but is to advise you that the Districts intend to provide this service up to the levels that are legally permitted and to inform you of the currently existing capacity and any proposed expansion of the Districts' facilities.

If you have any questions, please contact the undersigned at (562) 908-4288, extension 2717.

Very truly yours,

Grace Robinson Chan

Adriana Raza
Customer Service Specialist
Facilities Planning Department

AR: ar

Doc #: 2256439.D21

Letter 9

Commenter: Adrianna Raza, Customer Service Specialist, Facilities Planning Department, County Sanitation Districts of Los Angeles County

Date: September 6, 2013

Response 9.1

The commenter states that previous comments submitted during the EIR scoping process (dated May 30, 2012) continue to apply to the proposed project though updated information is provided in this response letter on the Draft EIR.

The comments received from the County Sanitation Districts during the EIR scoping period were considered during preparation of the Draft EIR and are included in Appendix A of the EIR, including information on how to estimate the volume of wastewater that would be generated by the proposed project.

Response 9.2

The commenter states that the wastewater generated in the city is treated at the Pomona Water Reclamation Plant (PWRP), which currently processes an average flow of 8.7 million gallons per day (mgd) and/or the San Jose Creek Water Reclamation Plant (SJCWRP), which currently processes an average flow of 75.6 mgd.

The information included in Section 4.14, Utilities and Service Systems, has been updated to reflect this information.

The following text has been updated on page 4.14-8 of the Final EIR to reflect the information provided:

> The City's wastewater is treated and disposed of at the LACSD's Pomona Water Reclamation Plant (PWRP) and/or the San Jose Creek Water Reclamation Plant (SJWRP). Located at 295 Humane Way in Pomona, the ~~plant~~ PWRP occupies approximately 14 acres east of SR-57 and north of the Phillips Ranch development area. Sewage effluent from the neighboring cities of La Verne and Claremont is also treated at the PWRP, which currently has a design capacity of 15 mgd. In 2012, the average daily flow to the plant was approximately ~~8.4~~ 8.7 mgd (~~Raza, 2013~~LACSD, 2013). Thus, the PWRP has an available capacity of approximately ~~6.6~~ 6.3 mgd.

The following text has also been updated on page 4.14-11 of the Final EIR to reflect the information provided:

> Implementation of the proposed General Plan Update and Corridors Specific Plan would result in an increase in wastewater generation. New residential growth would generate wastewater that would require treatment. As described previously, wastewater from the city is treated and disposed of at the LACSD's PWRP~~,~~ and/or the San Jose Creek Water Reclamation Plant (SJWRP). The PWRP ~~which~~ maintains a design capacity of 15 mgd and currently treats an average flow of ~~8.4~~ 8.7 mgd. The PWRP currently serves an estimated 130,000 people; therefore, per capita wastewater generation is estimated to be ~~65~~ 67 gallons per day.

> Development forecast under the proposed General Plan Update and Corridors Specific Plan would increase Pomona's population by an estimated 47,450 people. Therefore, maximum wastewater generation as a result of General Plan Update and Corridors Specific Plan buildout would be approximately ~~3,084,250~~ 3,179,150 gallons per day or ~~3.1~~ 3.2 mgd. The PWRP has available capacity to treat approximately 6.6 mgd. Therefore, the plant has the capacity to treat the full increase in wastewater. Because increased wastewater due to implementation of the proposed General Plan Update and Corridors Specific Plan could be accommodated within the existing treatment infrastructure, expansion would not be required.

Response 9.3

The commenter provides a link to the County Sanitation Districts' website for the Districts' average wastewater generation factors for different land use types.

Due to the programmatic nature of the proposed General Plan Update and Corridors Specific Plan, specific amounts of different types of commercial, industrial and residential land uses are unavailable at this time; therefore, a population based wastewater generation factor based on existing wastewater generation in the PWRP was used to calculate the potential wastewater generation that would occur due to implementation of the proposed project. As described in Section 4.14, *Utilities and Service Systems*, based on the anticipated population growth in the city, wastewater generation would be within the existing excess capacity that could be accommodated by the PWRP. This conclusion does not consider any future excess capacity that would also be available at the SJCWRP. In addition, future development projects would be required to apply for a Will Serve letter in advance of any connection to the Districts' system.

Response 9.4

The commenter provides updated information about the Sanitation Districts of Los Angeles County (LACSD) service and operations. The following text has been updated on page 4.14-8 of the Final EIR to address this comment:

> The LACSD is a conglomeration of 23 independent special districts responsible for collecting, treating, recycling, and disposing of the wastewater and industrial wastes generated by ~~5.4~~ 5.5 million people living in an ~~815~~ 824-square-mile area of Los Angeles County. The LACSD operates approximately ~~1,400~~ 1,445 miles of main trunk sewers, ~~50~~ 49 pumping plants, and 11 wastewater treatment plants (LACSD website, 2013; LACSD public comment letter, September 6, 2013).

Response 9.5

The commenter notes that Figure 2-7 included in Section 2.3.3, General Plan Land Use Pattern and Potential for Change, in the Draft EIR shows the PWRP as being an area designated as Workplace District Edge and that this land use category does not include public utility uses as an allowable use. The commenter requests an opportunity to review future municipal code amendments related to this land use classification.

Figure 2-7 in Section 2.3.3 of the Draft EIR is a replica of Figure 6.3: Pomona Tomorrow in the Public Review Draft of the General Plan Update. The Districts will be consulted as appropriate regarding future municipal code amendments related to the PWRP.

Response 9.6

The commenter states that all other information concerning the Districts' facilities and sewerage service contained in the Draft EIR is current. This comment is noted.

Letter 10

South Coast
Air Quality Management District
21865 Copley Drive, Diamond Bar, CA 91765-4178
(909) 396-2000 • www.aqmd.gov

RECEIVED
SEP 17 2013

E-Mailed: September 06, 2013
brad_johnson@ci.pomona.ca.us

September 06, 2013

Mr. Brad Johnson
Planning Division
505 South Garey Avenue
Pomona, CA 91766

Review of the Draft Environmental Impact Report (Draft EIR) for the Pomona General Plan Update Project

The South Coast Air Quality Management District (SCAQMD) staff appreciates the opportunity to comment on the above-mentioned document. The following comments are meant as guidance for the lead agency and should be incorporated into the final document as appropriate.

Based on a review of the Draft EIR the SCAQMD staff recognizes the potential regional air quality benefits from the project compared to "traditional" development through a mix of land uses that could reduce the overall vehicle miles traveled (VMT) in the region. However, the SCAQMD staff is concerned that the proposed project could pose significant health risk impacts to future residents from emissions sources that have not been quantified and disclosed in the Draft EIR. Specifically, the lead agency is proposing a mix of land uses including residential uses (i.e., sensitive land uses)[1] in close proximity to the 10 Freeway, 60 Freeway and within industrial corridors that include high volume truck and rail activity which are prominent sources of toxic air contaminants (TACs). Per recent Caltrans data the 10 Freeway at Garey Avenue carries 235,000 vehicles per day and the 60 Freeway at the 71 Freeway junction carries 216,000 vehicles per day. Further, recent data provided in the 2012 Southern California Regional Transportation Plan indicates that 51 freight trains per day move along the Union Pacific rail line located between Bonita Avenue and Arrow Highway and this volume is expected to increase to 109 trains per day by 2035.[2]

10.1

[1] California Air Resources Board. April 2005. "Air Quality and Land Use Handbook: A Community Health Perspective." Accessed at: http://www.arb.ca.gov/ch/landuse.htm
[2] See Table 8: Peak Day Train Volumes 2010, 2035 of the Goods Movement Appendix for the 2012 Southern California Regional Transportation Plan available at: http://scagrtp.net/download

The California Air Resources Board (CARB) identified PM from diesel-fueled engines as a TAC in 1998, following an exhaustive 10-year scientific assessment process. In addition, as part of the identification process, the Office of Environmental Health Hazard Assessment (OEHHA) evaluated the potential for diesel exhaust to affect human health. OEHHA found that exposure to diesel PM resulted in an increased risk of cancer and an increase in chronic non-cancer health effects including a greater incidence of cough, labored breathing, chest tightness, wheezing, bronchitis, and asthma. Further, there are a number of studies that show a correlation of adverse health impacts and proximity to roadways.

SCAQMD Staff Recommendations Regarding Potential Health Risks

Given that housing and many amenities associated with housing/residential development such as parks are considered sensitive land uses the SCAQMD staff recommends that the lead agency provide additional information about the level of diesel truck and freight in areas surrounding future residential sites. Further, the SCAQMD recommends that the lead agency incorporate air quality mitigation consistent with the CARB Land Use Handbook[3] and preclude residential development within 500 feet of roads with 100,000 vehicles/day (i.e., consistent with the CARB recommendation mentioned above), avoid siting new sensitive land uses within 1,000 feet of a distribution center and ensures health risk impacts do not exceed SCAQMD CEQA Significance Thresholds for TAC's.[4]

10.1

In the event that the lead agency determines that it is not feasible to incorporate the above mentioned mitigation the lead agency should quantify the health effects from diesel PM in the environmental document prepared for the proposed project. There are a variety of air dispersion models available, including but not limited to, CAL3QHCR and AERMOD to conduct air dispersion modeling of mobile source emissions. Additional information on these models can be obtained at: www.epa.gov/scram001/dispersion_prefrec.htm. Further, there are several guidance documents available for air dispersion modeling and HRAs. The SCAQMD's recommended threshold for cancer risk should not exceed 10 in one million at any receptor location, when compared to the pre-project risk. Although recent case law may indicate that a health risk assessment evaluating these impacts are not required pursuant to CEQA, the lead agency should still take this opportunity to evaluate, and mitigate where feasible, the potential public health impacts associated with this project. Below is a discussion to assist the lead agency in developing a HRA for the proposed project.

HRA Guidance

The SCAQMD's Health Risk Assessment Guidance for Analyzing Cancer Risks from Mobile Source Diesel Idling Emissions for CEQA Air Quality Analysis and be found at: http://www.aqmd.gov/ceqa/handbook/mobile_toxic/mobile_toxic.htm. Also, both Ports

[3] The CARB Land Use Handbook is available at: http://www.arb.ca.gov/ch/handbook.pdf
[4] SCAQMD CEQA Significance Thresholds are available at: http://www.aqmd.gov/ceqa/handbook/signthres.pdf

of Los Angeles and Long Beach have SCAQMD approved HRA protocols, ARB has air dispersion guidance in Appendix 7 of the Diesel Risk Reduction Plan, which can be found at: http://www.arb.ca.gov/diesel/documents/rrpapp.htm, and HARP can be downloaded from the ARB website at: http://www.arb.ca.gov/toxics/harp/harp.htm. Further, the California Air Pollution Control Officers Association has prepared guidance for health risk assessments available at: http://www.capcoa.org/wp-content/uploads/2012/03/CAPCOA_HRA_LU_Guidelines_8-6-09.pdf.

10.1

Contact Information

The SCAQMD staff requests that the lead agency provide the SCAQMD with written responses to all comments contained herein prior to the adoption of the final project. Further, staff is available to work with the lead agency to address these issues and any other questions that may arise. Please contact Dan Garcia, Air Quality Specialist CEQA Section, at (909) 396-3304, if you have any questions regarding the enclosed comments.

Sincerely,

Ian MacMillan
Program Supervisor, CEQA Inter-Governmental Review
Planning, Rule Development & Area Sources

IM:DG

LAC130726-02
Control Number

Letter 10

Commenter: Ian MacMillan, Program Supervisor, CEQA Inter-Governmental Review, Planning, Rule Development & Area Sources, South Coast Air Quality Management District

Date: September 6, 2013

Response 10.1

The commenter states that the proposed General Plan update could pose health risk impacts to future residents from toxic air contaminants (TACs) associated with vehicle traffic on area highways and rail traffic along the Union Pacific rail line. The commenter describes existing and anticipated future highway and Union Pacific rail line traffic and associated toxic air contaminants, and the potential health effects of diesel fuel exhaust (diesel particular matter [diesel PM]) on human health. The commenter recommends that the lead agency provide additional information about the level of diesel truck and freight in areas surrounding future residential sites, and incorporate mitigation consistent with the California Air Resources Board's (CARB) *Air Quality and Land Use Handbook*, or quantify the health effects from diesel PM to demonstrate that health risk levels would not exceed the SCAQMD's recommended health risk thresholds.

The proposed General Plan Update and Corridors Specific Plan would update the proposed general location and distribution of land uses throughout the City, including new "Urban Neighborhood" and "Transit Oriented" designations located in proximity to highways and the Union Pacific rail line. In certain instances, these designations would allow the potential future development of new residential units within 500 feet of highways and the Union Pacific rail line. Since the publication of the *Air Quality and Land Use Handbook* in April 2005 the federal and state governments and associated agencies have adopted several regulations and standards with the intent of reducing emissions of diesel particulates and other TACs, including strengthening the federal Ambient Air Quality Standards (AAQS); and CARBs On-Road Heavy-Duty Diesel Vehicles (In-Use) Regulation, which requires diesel trucks and buses that operate in California to be upgraded to reduce emissions beginning in 2012 and continuing through 2023.

The General Plan Update does not propose the development of specific new residential uses, and the primary purpose of the proposed land use designations is to improve transit access and reduce vehicle miles traveled and the associated vehicle emissions, including emissions of diesel PM. All future residential development in Pomona would be required to undergo independent project-level CEQA review, which may include health risk analyses. Where necessary and feasible, mitigation measures will be identified to reduce potentially significant project-level impacts associated with diesel PM emissions, and other TACs. Such mitigation may include forced-air ventilation or other measures to reduce TACs affecting sensitive receptors.

Furthermore, a goal of the General Plan Update is to "contribute to attainment of regional [air quality] goals by improving ambient air quality levels within Pomona." Consistent with this goal, the General Plan Update contains specific policies designed to improve air quality. For example, Policy 7E.P16 strives to reduce gasoline and diesel fuel emissions by replacing diesel-fueled vehicles with natural gas vehicles and biodiesel vehicles. Additional policies include: placing a strong emphasis on maximizing the

efficiency of existing transportation facilities, encouraging the use of public transportation, and emphasizing pedestrian and bicycle circulation, rather than motor vehicle circulation. Implementation of the Active Transportation Plan: Bicycle Master Plan and Pedestrian Master Plan (ATP) would help address this last point. Compliance with project-level CEQA review requirements and other State regulations would ensure that health risk impacts associated with diesel PM and TACs would be less than significant.

In addition, in consideration of this comment, the following policy language has been added to the General Plan Update:

> *Require applicants for projects containing sensitive receptors (such as residences, schools, day care centers, and medical facilities) on sites within 500 feet of the I-10, SR-71, SR-57, SR-60 and Union Pacific Railroad Line to demonstrate that health risks relating to diesel particulates would not exceed SCAQMD health risk standards prior to project approval.*

STATE OF CALIFORNIA

GOVERNOR'S OFFICE *of* PLANNING AND RESEARCH

STATE CLEARINGHOUSE AND PLANNING UNIT

EDMUND G. BROWN JR.
GOVERNOR

KEN ALEX
DIRECTOR

Letter 11

RECEIVED
SEP 19 2013
By

September 10, 2013

Brad Johnson
City of Pomona
505 South Garey Avenue
Pomona, CA 91766

Subject: City of Ponoma 2011 General Plan Update, Corridors Specific Plan, Active Transportation Plan and Green Plan
SCH#: 2012051025

Dear Brad Johnson:

The State Clearinghouse submitted the above named Draft EIR to selected state agencies for review. On the enclosed Document Details Report please note that the Clearinghouse has listed the state agencies that reviewed your document. The review period closed on September 9, 2013, and the comments from the responding agency (ies) is (are) enclosed. If this comment package is not in order, please notify the State Clearinghouse immediately. Please refer to the project's ten-digit State Clearinghouse number in future correspondence so that we may respond promptly.

Please note that Section 21104(c) of the California Public Resources Code states that:

> "A responsible or other public agency shall only make substantive comments regarding those activities involved in a project which are within an area of expertise of the agency or which are required to be carried out or approved by the agency. Those comments shall be supported by specific documentation."

11.1

These comments are forwarded for use in preparing your final environmental document. Should you need more information or clarification of the enclosed comments, we recommend that you contact the commenting agency directly.

This letter acknowledges that you have complied with the State Clearinghouse review requirements for draft environmental documents, pursuant to the California Environmental Quality Act. Please contact the State Clearinghouse at (916) 445-0613 if you have any questions regarding the environmental review process.

Sincerely,

Scott Morgan
Director, State Clearinghouse

Enclosures
cc: Resources Agency

1400 10th Street P.O. Box 3044 Sacramento, California 95812-3044
(916) 445-0613 FAX (916) 323-3018 www.opr.ca.gov

Document Details Report
State Clearinghouse Data Base

SCH# 2012051025
Project Title City of Ponoma 2011 General Plan Update, Corridors Specific Plan, Active Transportation Plan and Green Plan
Lead Agency Pomona, City of

Type EIR Draft EIR

Description The proposed project is comprised of the City of Pomona General Plan Update, Corridors Specific Plan, Active Transportation Plan (ATP) and Green Plan. The GPU provides comprehensive land use, housing, circulation and infrastructure, public service, resource conservation and public safety policies for the entire City. The proposed Corridors Specific Plan provides a framework for private and public investment activities along the following major commercial corridors which traverse the City: Garey Ave., Holt Ave., Mission Blvd. and Foothill Blvd. The proposed ATP proposed ATP propose a system of bikeways connecting neighborhoods to key activity centers throughout the City. The proposed Green Plan is aimed at integrating sustainable design into all aspects of the City's operations.

Lead Agency Contact

Name Brad Johnson
Agency City of Pomona
Phone 909 620 2191 **Fax**
email
Address 505 South Garey Avenue
City Pomona **State** CA **Zip** 91766

Project Location

County Los Angeles
City Pomona
Region
Lat / Long
Cross Streets Citywide General Plan
Parcel No. Citywide General Plan
Township **Range** **Section** **Base**

Proximity to:

Highways I-10, SR 60, 71, 57
Airports Ontario, Brackett Field, Cable
Railways UPRR/BNSF
Waterways
Schools Cal Poly Pomona
Land Use Project area includes a variety of land use designations according to the General Plan Land Use Plan and a variety of zone types

Project Issues Agricultural Land; Air Quality; Archaeologic-Historic; Biological Resources; Drainage/Absorption; Flood Plain/Flooding; Forest Land/Fire Hazard; Geologic/Seismic; Minerals; Noise; Population/Housing Balance; Public Services; Recreation/Parks; Schools/Universities; Sewer Capacity; Soil Erosion/Compaction/Grading; Solid Waste; Toxic/Hazardous; Traffic/Circulation; Vegetation; Water Quality; Water Supply; Wetland/Riparian; Growth Inducing; Landuse; Cumulative Effects; Aesthetic/Visual

Reviewing Agencies Resources Agency; Department of Fish and Wildlife, Region 5; Cal Fire; Department of Parks and Recreation; Department of Water Resources; Office of Emergency Management Agency, California; Caltrans, Division of Aeronautics; California Highway Patrol; Caltrans, District 7; Department of Housing and Community Development; Air Resources Board, Transportation Projects; Regional Water Quality Control Board, Region 8; Native American Heritage Commission; Public Utilities Commission; State Lands Commission; Colorado River Board

Date Received 07/25/2013 ***Start of Review*** 07/25/2013 ***End of Review*** 09/09/2013

Letter 11

Commenter: Scott Morgan, Director, State Clearinghouse, Governor's Office of Planning and Research

Date: September 10, 2013

Response 11.1

The commenter states that the State Clearinghouse (SCH) submitted the Draft EIR to selected agencies for review and provides copies of letters from responding agencies. The commenter goes on to acknowledge that the City has complied with the SCH review requirements for draft environmental impact reports pursuant to CEQA.

The response letters sent with the SCH packet were from the Colorado River Board of California and the Native American Heritage Commission, which are included as Letter 1 and Letter 2, respectively, in this chapter.

DEPARTMENT OF TRANSPORTATION
DISTRICT 7, REGIONAL PLANNING
IGR/CEQA BRANCH
100 MAIN STREET, MS # 16
LOS ANGELES, CA 90012-3606
PHONE: (213) 897-9140
FAX: (213) 897-1337

Letter 12

Flex your power!
Be energy efficient!

September 13, 2013

Mr. Brad Johnson
Planning Division
City of Pomona
505 South Garey Avenue
Pomona, Ca. 91766

RE: IGR/CEQA No. 130742 RH -DEIR
City of Pomona General Plan Update
Vic. LA-57, LA-60, LA-71, I-10, City Wide
SCH #: 2012051025

Dear Mr. Johnson:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the above referenced project. The proposed project is comprised of the City of Pomona's General Plan Update (GPU), Corridors Specific Plan, Active Transportation Plan (ATP) and Green Plan.

The GPU provides comprehensive land use, housing, circulation and infrastructure, public service, resource conservation and public safety policies for the entire City. The proposed Corridors Specific Plan provides a framework for private and public investment activities along the following major commercial corridors which traverse the City, Garey Avenue Holt Avenue, Mission Boulevard and Foothill Boulevard. The proposed ATP provides a system of bikeways connecting neighborhoods to key activity centers throughout the City. The proposed Green Plan is aimed at integrating sustainable design into all aspects of the City's operations.

Per your conversation with Mr. Rick Holland on September 5, 2013, Caltrans thanks you for extending the comment/review period to September 16, 2013. In review of the City of Pomona's General Plan, Caltrans is submitting the following comments:

1. The lane designations of the intersection of Garey Avenue/McKinley Avenue/I-10 freeway (Study Intersection #4) of the peak hour traffic volumes for both existing and future year, do not match the lane designations of this intersection on the lane configuration (Recommendations Figure 4.13.4a). In addition, the lane configuration for Study Intersection #6 at Fairplex Avenue/SR-71 ramps/Holt Avenue, does not match between future year conditions and existing conditions. The designation for westbound Holt Avenue is incorrect. It should show two through lanes and one right turn lane. 12.1

2. The intersection lane configuration for Study Intersection #4 recommends adding an exclusive left turn lane to McKinley Avenue from northbound Garey Avenue. This needs to be further reviewed by Caltrans engineers. Currently, McKinley Avenue is a one lane 12.2

road going west and future recommendations do not show this. However, it is showing two left turn lanes from northbound Garey Avenue heading towards one lane McKinley Avenue. Due to physical constraints, adding a left turn lane may not be feasible. 12.2

3. The current freeway condition on the I-10 in Pomona is operating at or near an unacceptable Level of Service (LOS) during the AM/PM peak hours. A traffic study analyzing the State highway system could reveal potential cumulative traffic impacts in the City. Caltrans would like the additional traffic study to include: the eastbound I-10 off-ramp at Garey Avenue; the north and southbound SR-57 off-ramps at Temple Avenue; the northbound and southbound off-ramps at Holt/Humane Avenue on SR-71. Proposed improvements should be included in the General Plan to alleviate any potential cumulative traffic impacts. 12.3

4. The City's assessment indicates that plans would result in a significant impact on the I-10 freeway between west of Indian Hill Boulevard and east of Dudley Street. The statement in the City's plan, "impacts to freeway facilities would be significant and unavoidable", is not acceptable. Caltrans recommends the City to work with neighboring cities to develop and implement regional solutions to the traffic problem. The City of Pomona should explore alternatives with Caltrans and adjacent cities before the final determination is made. 12.4

In the spirit of mutual cooperation Caltrans would like to extend a formal invitation to the City of Pomona to discuss traffic impacts and potential mitigation alternatives. 12.5

If you have any questions or would like to schedule a meeting, please feel free to contact Rick Holland the project coordinator at (213) 897-4230 and refer to IGR/CEQA No. 130742RH.

Sincerely,

DIANNA WATSON, Chief
COMMUNITY PLANNING
& LD-IGR BRANCH

cc: Scott Morgan, State Clearinghouse

Letter 12

Commenter: Dianna Watson, Chief, Community Planning & LD-IGR Branch, District 7, Regional Planning, Department of Transportation

Date: September 13, 2013

Response 12.1

The commenter states that the lane designations shown on Figure 4.13-1a for the intersection of Garey Avenue/McKinley Avenue/I-10 freeway (Study Intersection #4) do not match the lane configuration shown for this intersection on Figure 4.13.4a. The commenter also states that the lane configurations shown for the Fairplex Avenue/SR-71/Holt Avenue intersection (Study Intersection #6), do not match the figures showing future year conditions and existing conditions. The commenter correctly suggests that the designation for westbound Holt Avenue should show two through lanes and one right turn lane.

The lane configurations for the intersection of Garey Avenue/McKinley Avenue/I-10 freeway in the existing and future year graphics are incorrect and are missing a southbound through lane. However, the technical assessment utilized the correct lane configuration and all of the results and recommendations are based off of the correct lane configuration. This figure has been amended and the corrected version has been incorporated into the Final EIR.

The lane configuration on the existing conditions graphic for the Fairplex Avenue/SR-71/Holt Avenue intersection is incorrect and is missing a westbound through lane. However, the technical assessment utilized the correct lane configuration and all of the results and recommendations are based off of the correct lane configuration. This figure has been amended and the corrected version has been incorporated into the Final EIR.

Response 12.2

The commenter suggests that recommended intersection lane configuration for Study Intersection #4, including adding an exclusive left turn lane to McKinley Avenue from northbound Garey Avenue, should be further reviewed by Caltrans engineers and that due to physical constraints, adding a left turn lane may not be feasible.

McKinley has approximately 53 feet of width that currently accommodates two eastbound lanes and one westbound lane. With 12-foot lanes, there is adequate room to accommodate four lanes on McKinley Avenue (two eastbound and two westbound). As such, this improvement is potentially feasible.

The City acknowledges that it will need to work with staff from Caltrans to implement the improvements. As such, the City will continue to coordinate with Caltrans to assess and implement improvements at this location.

Response 12.3

The commenter states that the current freeway condition on the I-10 in Pomona is operating at or near an unacceptable Level of Service (LOS) during the AM/PM peak hours. The commenter suggests that a traffic study analyzing the State highway system could reveal potential cumulative traffic impacts in the

City. Caltrans would like the additional traffic study to include: the eastbound I-10 off-ramp at Garey Avenue; the north and southbound SR-57 off-ramps at Temple Avenue; the northbound and southbound off-ramps at Holt/Humane Avenue on SR-71. Proposed improvements could be included in the General Plan to alleviate any potential cumulative traffic impacts.

The impact assessment included in the Draft EIR included an evaluation of Congestion Management Program (CMP) designated freeway facilities consistent with the CMP guidelines. The analysis results show that I-10 congestion occurs during the AM and PM peak hours under existing conditions and under future conditions. Additionally, operations of SR-57 were evaluated as part of this effort and are documented in the assessment.

To address the concerns regarding off-ramp assessment, a ramp capacity assessment was conducted under the General Plan Buildout scenario. Where counts are available, the forecasts have been adjusted accordingly. Where counts were not available, 2035 model volumes were utilized. As shown in the capacity assessment below (Table 8-1), no additional capacity is needed for the identified ramps.

Table 8-1 Capacity Assessment

Location	*Ramp Capacity (Assumed at 1,500 per Lane from the Highway Design Manual)*	*AM Peak Hour Ramp Volume*	*PM Peak Hour Ramp Volume*	*Additional Capacity Needed?*
1-10 EB Off-Ramp to Garey	1,500	650	700	No
SR-57 NB Off-Ramp to Temple	3,000	1,690	1,500	No
SR-57 SB Off-Ramp to Temple	1,500	1,390	1,120	No
SR-71 SB Off-Ramp to Humane/Holt	3,000	560	460	No

Response 12.4

The commenter suggests that the assessment contained within the Draft EIR shows that the proposed project would result in a significant impact on the I-10 freeway between west of Indian Hill Boulevard and east of Dudley Street. The commenter states that the statement that impacts to freeway facilities would be significant and unavoidable is not acceptable. Caltrans recommends that the City work with neighboring cities to develop and implement regional solutions to the traffic problem and that the City should explore alternatives with Caltrans and adjacent cities before the final determination is made.

This EIR evaluates the impacts associated with four plans prepared by the City: the General Plan Update, Corridors Specific Plan, Active Transportation Plan and Green Plan. All four of these plans support regional activities to reduce vehicle travel, such as providing for active transportation, infill development along corridors, and shortening trip lengths. However, the analysis also incorporates regional growth that is outside the City's control and adds traffic to I-10; thus creating unacceptable operations and a significant unavoidable adverse impact as identified in Section 4.13, *Transportation/Traffic*, of the EIR.

The City will continue to support local and regional efforts to maintain operations on I-10, including supporting regional planning efforts for additional freeway capacity and/or efforts to reduce the reliance on the single occupant automobile. However, the technical assessment (which is consistent with SCAG's regional transportation plan and forecasting model) demonstrates that I-10 will operate at an unacceptable level under future conditions. Additionally, since the City cannot guarantee that Caltrans will implement improvements to the freeway system, the impact is considered significant and unavoidable.

Response 12.5

The commenter suggests a discussion between the City and Caltrans to discuss traffic impacts and potential mitigation measures and provides contact details for a District staff member.

This comment is noted. The City will continue to coordinate regional transportation planning with Caltrans.

Letter 13

REEVES FAMILY PROPERTIES, LLC

Jeffrey W. Rowan
Manager

719-527-8452
3340 Club Heights Drive
Colorado Springs, Colorado 80906-4413
jeffreyrowan@comcast.net
719-330-6115 (cell)
719-576-1723 (fax)

July 31, 2013

Faxed to: 909-469-2082
Original to be mailed

The City of Pomona
Community Development Department - Planning Division
Attention: Brad Johnson, Planning Manager
505 S. Garey Avenue
Pomona, CA 91769

RE: Pomona Corridors Specific Plan
Garey Ave. - Holt Ave. - Mission Blvd. - Foothill Blvd.
Public Review Draft - June 2013

Dear Mr. Johnson,

As mentioned to you in our phone conversation, CH Reeves Trust is now Reeves Family Properties, LLC. With this news comes the Reeves Family ongoing committment to its property and business investments in Pomona which extends over 80+ years.

Reeves Family Properties, LLC owns the following properties affected by the above referenced Specific Plan. In reviewing the Pomona Corridors Specific Plan I have some concerns which I would like to get your comments on.

13.1

HOLT AVENUE PROPERTIES

APN: 8336-020-014 / 216 E. Holt Avenue
8006-020-006 / 242 E. Holt Avenue which extends to 241 E. Center Street
8336-020-015 / 400 N. Gibbs Street

As shown on Pages 29 and 31, Book II: Development Code / 2.1 Development Standards Map

My concern is: Parcel 015 is not included in the (T4) 2.1.9 City Gateway Segment, even though it is contigious to Parcel 014 and Parcel 014 is contigious to Parcel 006 and Parcel 006 extends to Center Street.

I hereby request that parcel 8336-020-015 be included in the (T4)2.1.9 City Gateway Segment.

GAREY AVENUE PROPERTIES

As shown on Page 30, Book II: Development Code / 2.1 Development Standards Map

My concern is: (T5) 2.1.6 Neighborhood Center zoning does not extend to Alameda Street per Ordinance Number 3675 which was passed, approved and adopted November 16, 1992. 13.1

APN: 8359-014-022 / 150 W. Willow Street
8359-014-023 / 160 W. Willow Street
8359-014-007 / 158 W. Willow Street
8359-014-011 / 1748 Alameda Street

I hereby request the (T5) 2.1.6 Neighborhood Center map reflect the existing approved zone use.

Thank you for your time in this matter, I await your comments.

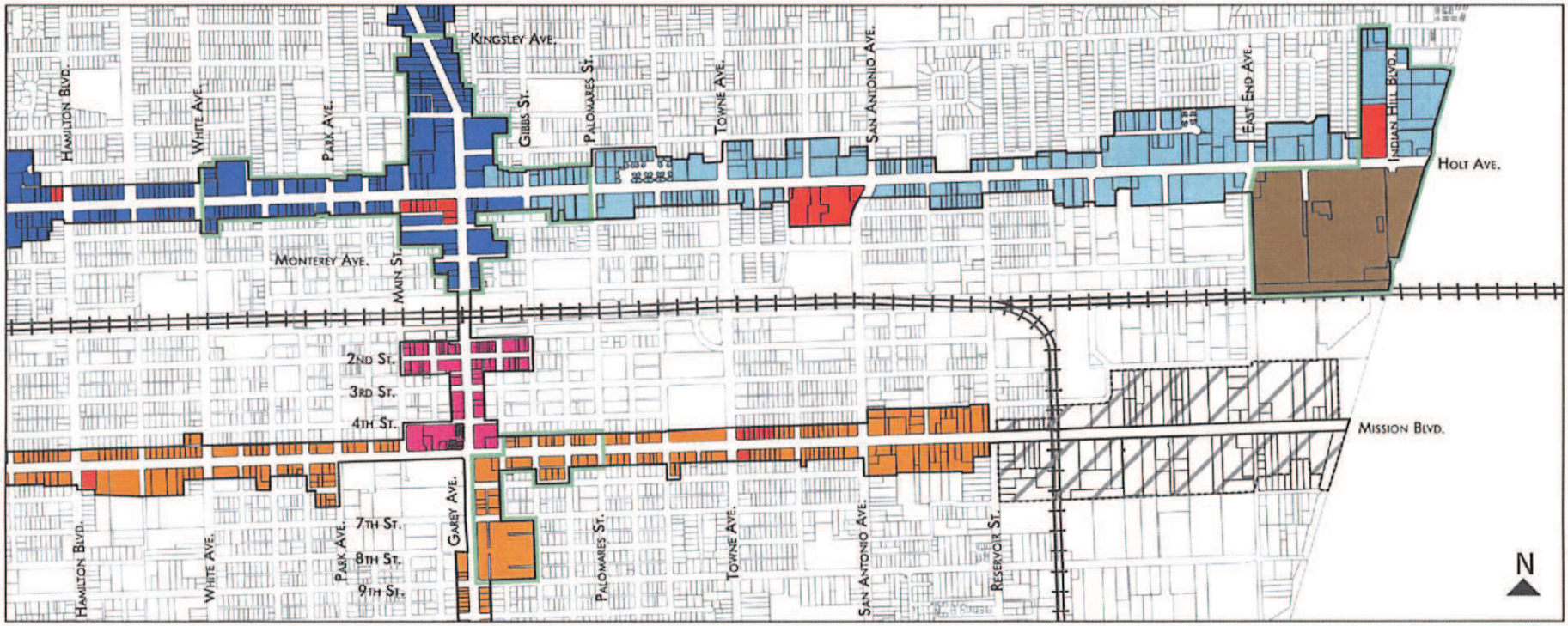
Sincerely,

Jeffrey W. Rowan

Attached:

Holt Avenue: Page 29, 29 enlarged and page 31

Garey Avenue: Page 30, Ordinance No. 3675 with Exhibit B, Enlarged map of Page 30 & Exhibit B together



3. **Urban Neighborhood / East Mission Blvd. Workplace Expansion Zones**

   a. A developer may submit a request for Urban Neighborhood / East Mission Blvd. Workplace Expansion Zone regulations to be applied to any property that is within the respective Expansion Zone and is contiguous with a property within the Plan Area as follows:

      i. Upon approval of an Expansion Zone request, all applicable regulations within this Plan shall apply to all properties identified in the approved request and those properties shall be considered part of the Plan Area.

      ii. Where the properties in an application for the Expansion Zone extend to alleys or mid-block property lines, the new boundary for the Expansion Zone / Plan Area shall be set along those alleys or mid-block property lines.

      iii. Expansion Zone applications may be approved without a Plan Amendment.

D. Development Standards Charts

1. The development standards applied to each Corridor Center and Segment are contained in the Development Standards Charts contained in 2.1.2 – 2.1.12.

2. Each chart lists Regulations in the order that they appear in Section 2.2 – 2.9 in the left column of the chart.

3. Each chart lists the Development Standards that apply to each Regulation in the right column of the chart.

E. Regulations and Guidelines

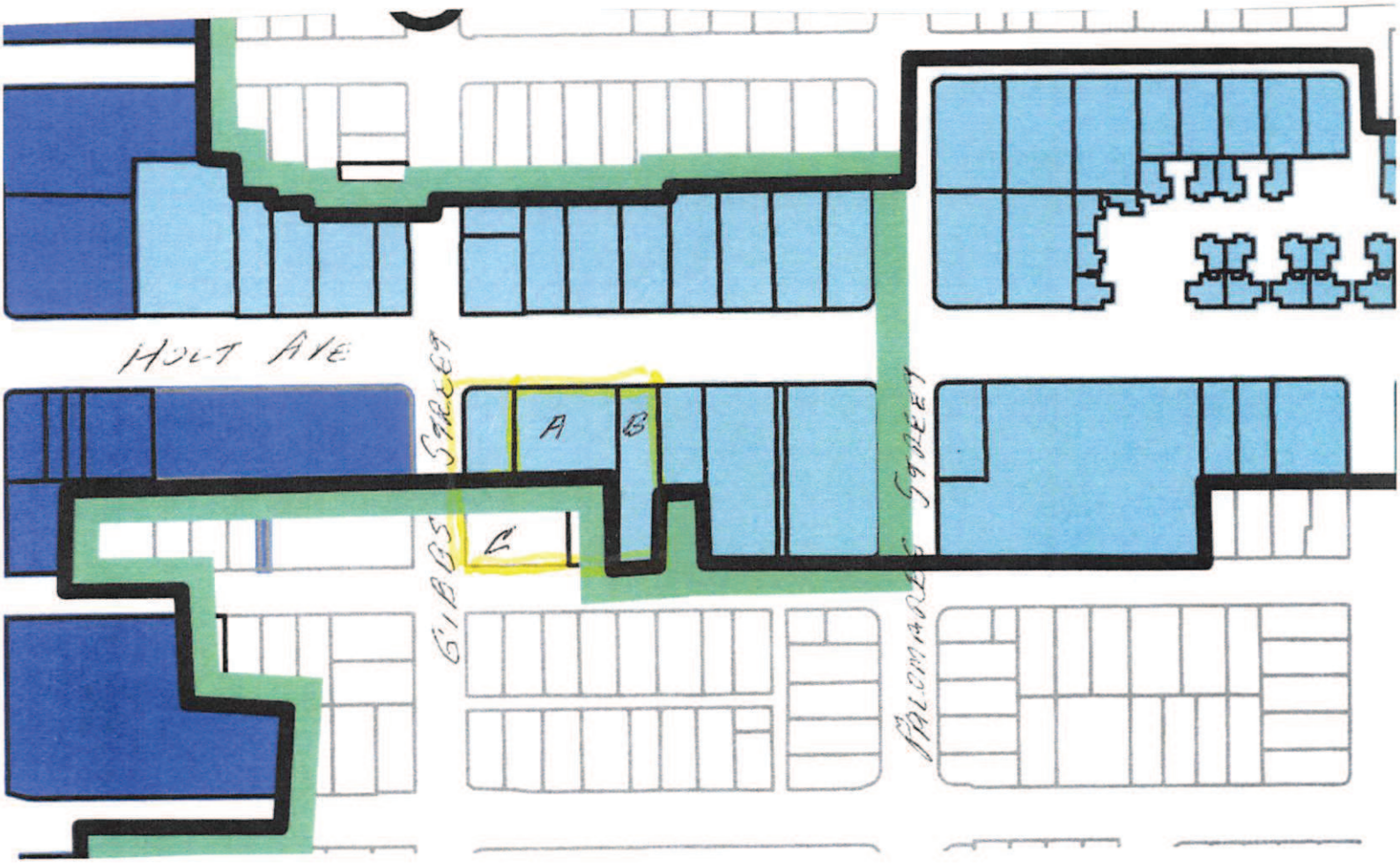
1. Remember to review Regulatory Definitions, General Requirements, and Guidelines common to all properties within the Plan Area contained in Sections 2.2 – 2.9 as necessary.

REEVES FAMILY PROPERTIES, LLC Owns:

A. 222 E. HOLT AVENUE

B. 242 E. HOLT AVENUE / 241 E. CENTER STREET

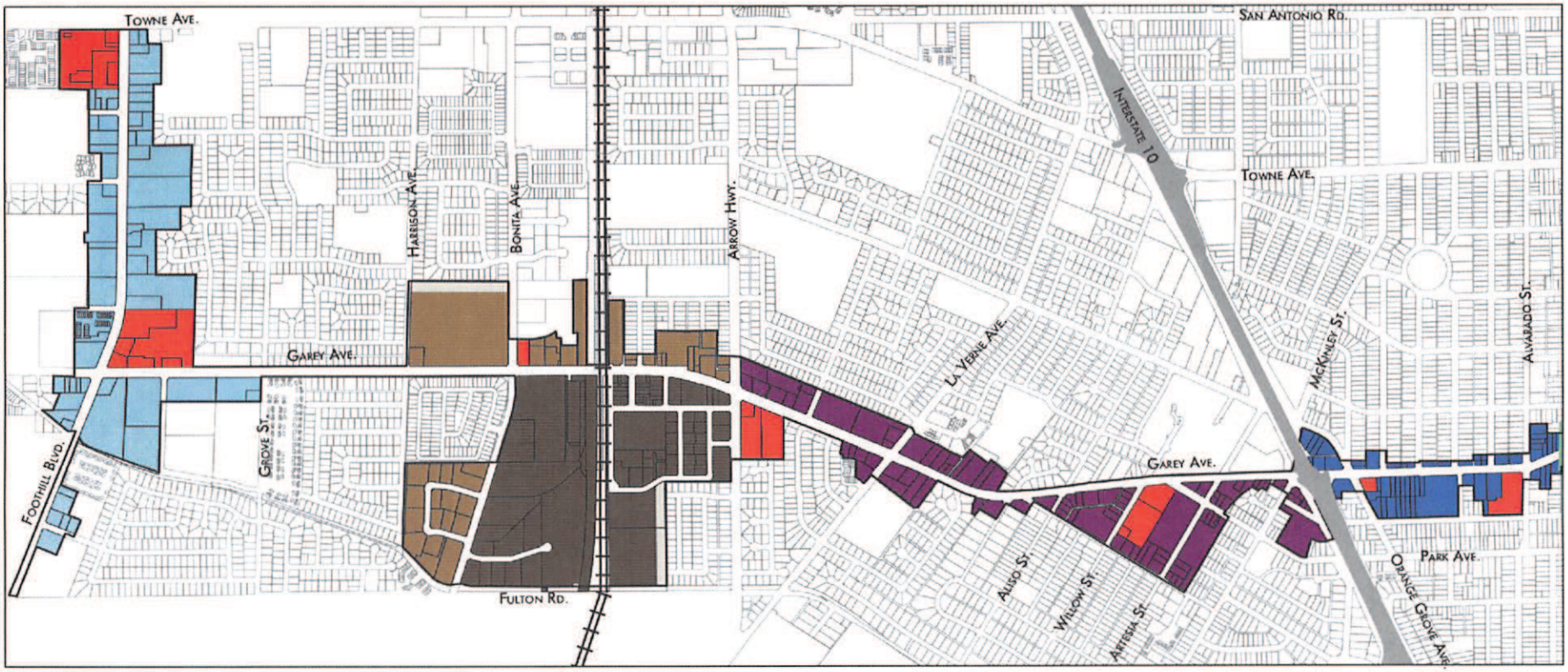
C. 400-420 N. GIBBS STREET / 215-217 E. CENTER ST.



PAGE 29 ENLARGED

Fig. 2.1 Corridor Centers and Segments Map

Fig. 2.1 Corridor Centers and Segments Map (cont.)



(T6)	2.1.2 Downtown Core	(T4)	2.1.7 Downtown Gateway Segment	(T4)	2.1.12 Neighborhood Parkway Segment
(T6)	2.1.3 Transit-Oriented District	(T4)	2.1.8 Workplace Gateway Segment	(T4)	2.1.13 Residential Transition Zone
(T5)	2.1.4 Urban Neighborhood	(T4)	2.1.9 City Gateway Segment		Height Overlay (see applicable Development Standards Charts in Sections 2.1.2 - 2.1.13)
(T4)	2.1.5 Urban Neighborhood Expansion Zone	(T4)	2.1.10 East Mission Blvd. Workplace Expansion Zone		Plan Area Boundary
(T5)	2.1.6 Neighborhood Center	(T4)	2.1.11 Midtown Segment		Expansion Zone Boundary

7a

ORDINANCE NO. 3675

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF POMONA, CALIFORNIA, APPROVING CHANGE OF ZONE CZ 92-010 AMENDING THE ZONING CLASSIFICATION FOR PROPERTY LOCATED AT 1748 TO 1790 ALAMEDA STREET AND 158 TO 180 WILLOW STREET FROM A-P (ADMINISTRATIVE PROFESSIONAL) TO C-3 (GENERAL COMMERCIAL)

THE CITY COUNCIL OF THE CITY OF POMONA DOES HEREBY RESOLVE AS FOLLOWS:

WHEREAS, the Planning Commission of the City of Pomona, after giving notice on August 26, 1992, duly held a public hearing with respect to the requested Change of Zone CZ 92-010 and has recommended City Council approval via Resolution No. 7983;

WHEREAS, the City Council of the City of Pomona has given notice and duly held a public hearing concerning the aforesaid re-zoning of the subject property.

NOW, THEREFORE, BE IT HEREBY RESOLVED:

SECTION 1. Pursuant to the Guidelines for Implementation of the California Environmental Quality Act (CEQA), a Negative Declaration has been prepared and reviewed finding that the proposed amendment will not have a significant effect on the environment. The City Council hereby approves said Negative Declaration.

SECTION 2. The City Council of the City of Pomona hereby approves Change of Zone CZ 92-010, changing the Zoning Classification of property located at 1748 to 1790 Alameda Street and 158 to 180 Willow Street from A-P (Administrative Professional) to C-3 (General Commercial) as shown in attached Exhibit "B."

SECTION 3. The official zoning map shall be amended to reflect said change.

SECTION 4. The City Clerk shall certify to the passage and adoption of this ordinance, causing it to be posted as required by law and it shall thereafter be in full force and effect thirty (30) days after the date of its adoption.

PASSED, APPROVED, AND ADOPTED this 16th day of November, 1992.

ATTEST:

Elizabeth Villegas
CITY CLERK

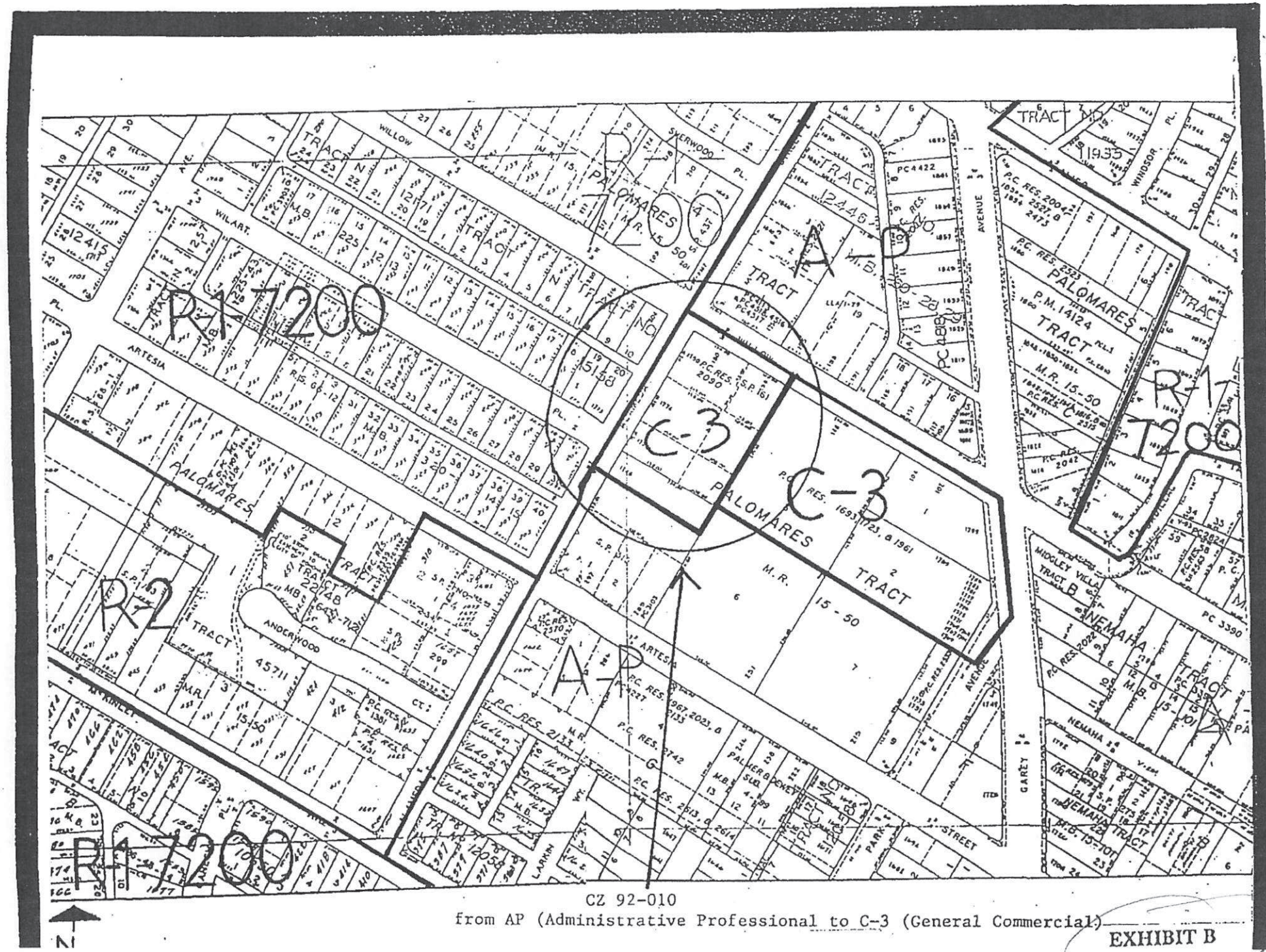
CITY OF POMONA:

Donna Smith
BY: MAYOR

APPROVED AS TO FORM:

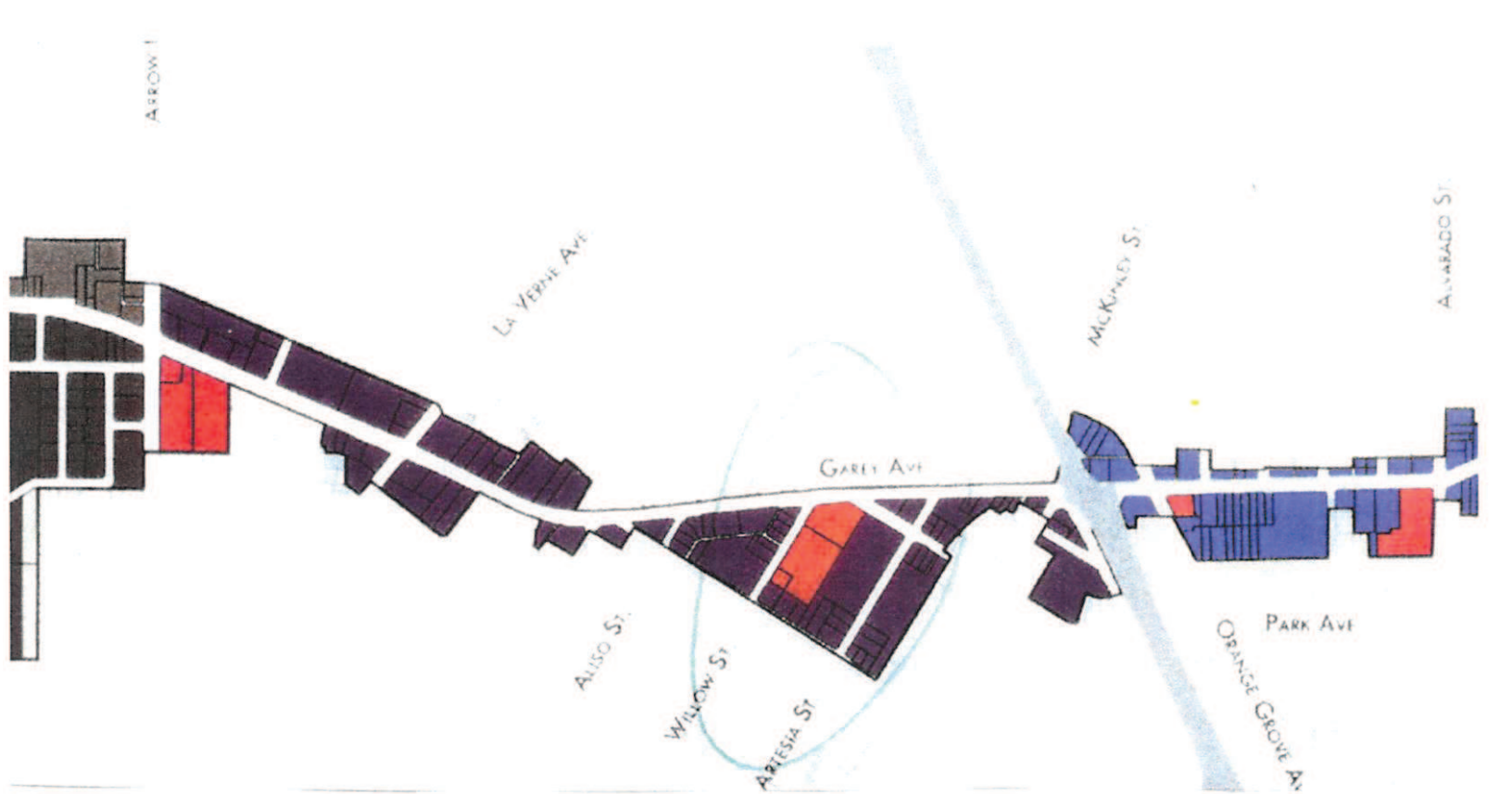
CITY ATTORNEY

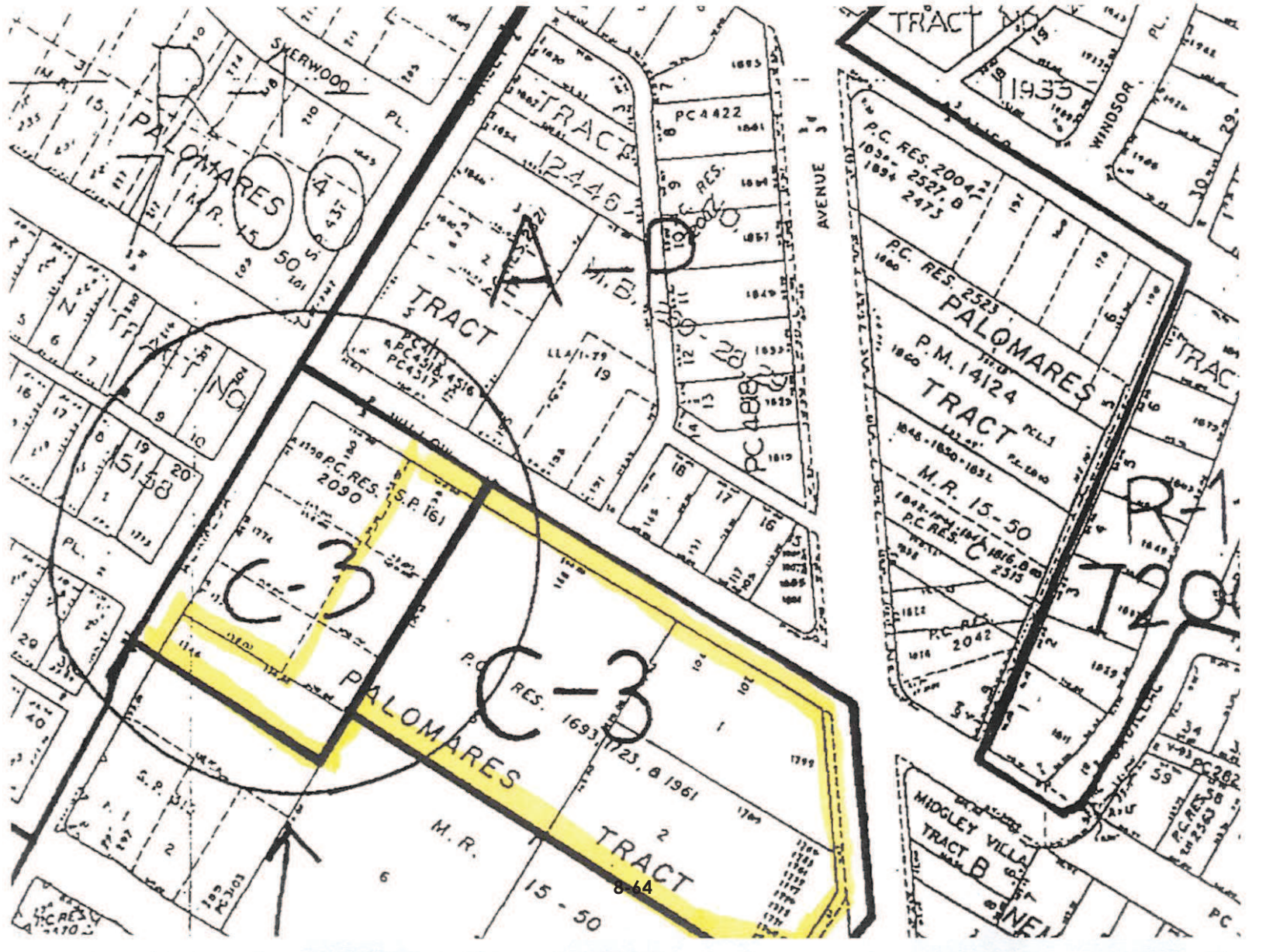
cz92010c/lgm



CZ 92-010
from AP (Administrative Professional to C-3 (General Commercial)

EXHIBIT B


ARROW
LA VERNE AVE
GAREY AVE
MACKINLEY ST
ALVARADO ST
ALISO ST
WILLOW ST
ARTESIA ST
PARK AVE
ORANGE GROVE AV


SHERWOOD
PL.
PALOMARES
M.R. 15-50
TRACT
12446
M.B.
AVENUE
PC 4422
PC 4488
P.C. RES. 2090
S.P. 161
C-3
PALOMARES
TRACT
M.R. 15-50
P.C. RES. 1693, 1723, & 1961
TRACT NO. 1935
WINDSOR
P.C. RES. 2004, 2527, & 2473
P.C. RES. 2523
PALOMARES
P.M. 14124
TRACT
M.R. 15-50
P.C. RES. 2042
R-1
MIDGLEY VILLA
TRACT B

Letter 13

Commenter: Jeffrey W. Rowan, Reeves Family Property, LLC

Date: July 31, 2013

Response 13.1

The commenter expresses concerns about the land use designations and zoning in the Corridors Specific Plan for properties along Holt Avenue and Gary Avenue. The commenter requests changes to the City Gateway Segment and Neighborhood Center map to reflect new designations.

This comment pertains to the merits of the Corridors Specific Plan and does not challenge or question the analysis or conclusions in the EIR.

Following City discussions with the commenter and in an effort to be responsive to the comment received, the City will amend the Corridors Specific Plan to include the property at 400 North Gibbs Street in the City Gateway Segment zone. For clarification, the current zoning shown in the Corridors Specific Plan for the referenced Garey Avenue properties would not prevent redevelopment or expansion of development at those sites.

Letter 14

Jackson | DeMarco | Tidus Peckenpaugh

A LAW CORPORATION

September 5, 2013

Direct Dial: 949.851.7607
Email: gpowers@ jdtplaw.com
Reply to: Irvine Office
File No: 5948-45682

VIA EMAIL (brad_johnson@ci.pomona.ca.us) AND OVERNIGHT MAIL

Brad Johnson
City of Pomona
Planning Division
505 S. Gary Avenue
Pomona, CA 91766

Re: Draft EIR – General Plan Update

Dear Mr. Johnson:

We represent the Aman Family, LLC ("Aman"). Our client recently received a notice from Rincon Consultants, dated July 25, 2013, inviting comments to the draft Environmental Impact Report ("DEIR") for the City of Pomona ("City") General Plan Update. We have the following comments in connection with property owned by Aman in the City, which is a portion of the property known as "Elephant Hill," located at 2889 W. Mission Blvd., APN 8707-020-008 (the "Property").

Attached is a letter Aman sent to the City in May of this year in which Aman informed the City that the Draft General Plan Amendment ("DGPA") inaccurately described the land use designation and zoning adopted by ordinance No. 3495 for the Property. Unfortunately, it appears that no corrections have been made by the City to the DGPA, despite Aman's notice to the City of the error and request for revisions. 14.1

According to the attached documents, the General Plan land use designation and zoning for the Property were previously changed by the City from M2 to Open Space and PRD. As you can see, the attached map that was prepared by the City shows that the entire Property was changed to PRD as part of the change in zoning and land use designation. In addition, our client has zoning maps from the City after the General Plan was amended in 1989 that indicate that all of Aman's property is PRD.

Based on the documentation in our possession, it is clear that Aman's Property is zoned PRD and Open Space, at a minimum. The map from the 1989 GPA that Aman reviewed with you in your office shows Open Space and PRD designations for the Property, but the area of the PRD in that map does not match the attached map that was provided to our client by the City's Planning Department in April of 2000. In correspondence and in meetings with various City

Council members, Mark Lazaretto also confirmed that there was an error in the current General Plan Map which fails to show the PRD area (copy attached).

The DEIR and DGPA state that the entire area of Elephant Hill will be preserved as Open Space. This would result in an improper taking of all beneficial use of our client's Property. Even worse, the DEIR and DGPA contain statements about the City coordinating with the Los Angeles County Significant Ecological Area Designation No. 6, and would include the entire area of Aman's Property.

We suspect that the County was either misled or misinformed about the land use designation and zoning for the Property, and as the result, decided to include the Elephant Hill area in their SEA plan because it has been shown on the City Zoning Map to be "Publicly Owned Open Space." The Property has been owned by Aman for over 30 years. They have paid taxes on the land, paid for weed abatement, paid County Flood control fees, and other fees and exactions in connection with the Property for many years. As our client has mentioned to you previously, the Property was purchased by Aman with the intent to develop the land for beneficial use. 14.1

As you may recall, the City informed Aman several years ago that it was considering adopting the LA County SEA designation for certain areas in the City, including all of the Property. Aman protested the taking at that time, and it was correctly decided by the City that it would not act on that adoption.

Aman is planning to submit an application for development that will protect the ridgeline of the property and seek development of the PRD area. The proposed development will maintain roughly 80% of the Property as Open Space. In prior applications, Aman was proposing to develop on the top of the hill side; however, Aman has worked hard to create a new development plan that avoids impacts to the ridgeline.

Further, we would like to take this opportunity to point out several other misrepresentations/inaccuracies contained in the DEIR and DGPA that need to be corrected. With reference to the DEIR document and corresponding sections of the DGPA, these include but are not necessarily limited to the following:

Additional Comments on the DEIR:

1. Page 2-10 first paragraph refers to EH as open space. At best, only portions of EH are open space.

2. Figure 2-7 should be changed to indicate the PRD zoning for EH.

3. Figure 2-8 should be changed to indicate the PRD zoning for EH.

4. Page 2-32 Section 2.3.8 should not state that the City will protect SEA areas that the City has not adopted. 14.2

5. Page 4.1-1 Section 4.1.1 should be changed to reference only portions of EH as open space.

6. Page 4.3-1 Section 4.3.1 refers to portions of EH as open space. Under Vegetation, it incorrectly states that EH is preserved open space.

7. Figure 4.3.1 incorrectly shows the entire area of EH as open space.

8. Page 4.3-24 Section 4.3.4 where making reference to the SEA, in the third paragraph, third sentence, it states, "However, the area is wholly designated as open space in the existing and proposed General Plan Update." This is incorrect since the EH is zoned PRD. 14.2

9. Page 4.3-27 Under MMBIO-4, it states the possibility of identifying the East San Gabriel Valley SEA area with an overlay district in the Zoning Ordinance. We object to any such action without proper due process and procedures, including but not limited to proper notice and public meetings/hearings.

10. Figure 4.8-1 shows the Property as entirely Open Space which is not correct.

Additional Comments on the GPA:

1. Page 27 Figure 3.3 incorrectly shows the entire area of EH as Open Space. The PRD area should also be shown.

2. Page 29 under NATURAL, UNDEVELOPED LANDS, implies that EH will remain entirely undeveloped. This is incorrect based on the existing land use designation and zoning for the Property and appears to improperly assume that all of our client's Property must be preserved.

3. Page 59 Figure 6.3 incorrectly shows the entire area of EH as Open Space. The PRD area should also be shown. 14.3

4. Page 60 Figure 6.4 incorrectly shows the entire area of EH as Greenbelt. The PRD area should be shown.

5. Page 85 Figure 7-A.6 incorrectly shows the entire area of EH with no residential component.

6. Page 87 Figure 7-A.8 incorrectly shows the entire area of EH with no Transect Zones and should be corrected to indicate the PRD area.

7. Page 108 under GREENBELTS, it should state that portions of EH are to remain undeveloped.

8. Page 107 Figure 7-C.1 indicates the entire area of EH as being Greenbelt. It should also show the PRD area of EH.

9. Page 111 Figure 7-C.3 incorrectly show the entire area of EH as Open Space. The PRD area should also be shown.

Under Aman's current development plan for the Property, the vast majority of the property will not be disturbed. The land currently does not generate any substantial tax revenue for the City. It will be a Class A development that will (1) create sorely needed construction jobs, (2) be limited to a small portion of the Property, (3) provide a Village-like setting with a large park area and two pocket park areas, and (4) maintain the ridgeline of EH and result in protecting over 90 acres of open space. It will enhance the image of the City with new a quality development that falls in line with the intent of the General Plan as it relates to improving the community and bringing in more people who will live and spend money in the area. 14.3

Sincerely,

Gregory P. Powers, Esq.

Enclosure

cc: Steve Aman, Aman Family, LLC

1165862.1

AMAN FAMILY, LLC
614 E. Edna Place
Covina, CA 91723

May 14, 2012

Mr. Brad Johnson
City of Pomona
Planning Division
505 S. Garey Avenue
Pomona, CA 91766

Re: General Plan Update
Notice of Error

Dear Mr. Johnson,

This is to acknowledge receipt of the City General Plan Update and Pomona Corridors Specific Plan. This is to inform you of an error and protest of information provided in the information distributed and contained in the General Plan Update.

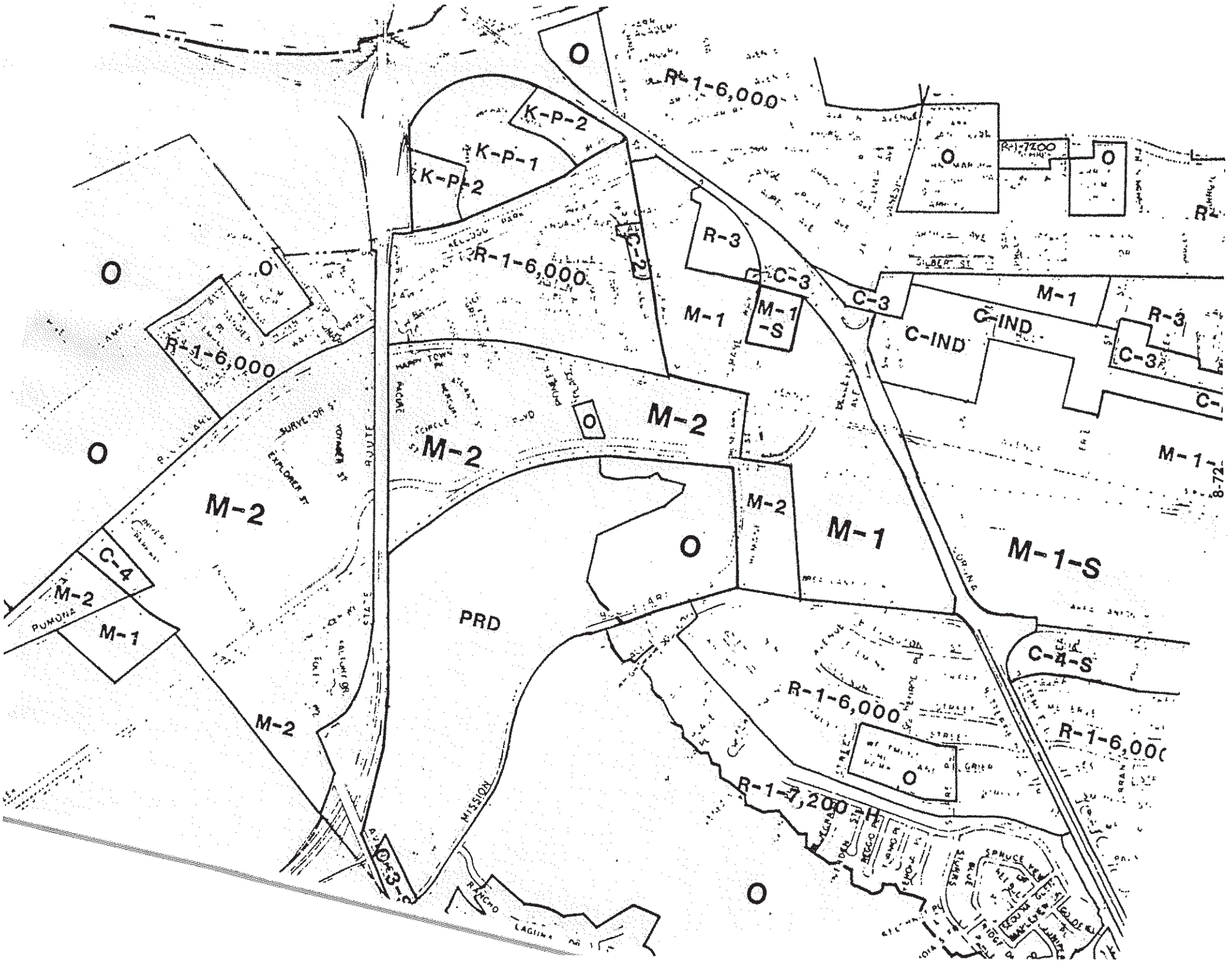
I am the Owner/General Manager of a 120 acre property located just East of the 57 Freeway, North of Mission Avenue, South of the railroad tracks and West of Humane Way. The area is known as Elephant Hill. The current zone on my property according to zoning maps is "Open Space" and "PRD". However, the maps provided in your notice indicate 100% Open Space.

Please be informed that the map is incorrect. Therefore, the various studies emanating from the map, such as traffic, aesthetics, noise, etc. will not fully represent the true impacts. I believe the study should be based on the currently approved land use plan.

I also believe that the current General Plan Map which shows my property as "100% Open Space" is in error. The 1989 Land Use Element Plan adopted by the City indicates that my property is Open Space and PRD. I am especially concerned that it implies an inverse condemnation of my property and will damage my ability to realize any potential use by creating a "no development" scenario. This also deceives the residents of Pomona and the public at large.

Sincerely,

Steve Aman
Managing Partner


O
R-1-6,000
K-P-2
K-P-1
K-P-2
C-2
R-3
C-3
M-1
M-1-S
C-IND
C-3
M-1
R-3
C-3
M-2
M-2
M-2
M-1
M-1-S
C-4
M-2
M-1
PRD
C-4-S
R-1-6,000
R-1-6,000
R-1-7,200 H
M-2
O-3-2
MISSION
PUMORA
EXPLORER ST
RUTH E
SURVEYOR ST
PACIFIC
CIRCLE ST
PINE ST
BLEE ST
ARROYO
LAGUNA

505 So. Garey Ave., Pomona, CA 91769
(909) 620-2191, Fax (909) 469-2082

City of Pomona
Planning Division

Memo

To: Steve M. Aman

From: Sandra Campbell

CC: Candida Neal

Date: 04/05/00

Re: Rezone ordinance for Elephant Hill property

As requested by Candida Neal, I am sending the attached copies gathered from our research on the rezone of the subject property. The information includes copies of the City Council Ordinance, City Council minutes and Planning Commission resolution approving the rezone. Unfortunately, none of the attached documents contains information on the exact location of the zone boundary line. However, the ordinance was adopted as proposed and shown on the illustrations included in the staff report.

ORDINANCE NO. 3495

AN ORDINANCE OF THE COUNCIL OF THE CITY OF POMONA, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AMENDING THE OFFICIAL ZONING DISTRICT MAP WHICH IS PART OF ORDINANCE NO. 1466, TO ESTABLISH CONSISTENCY BETWEEN THE OFFICIAL ZONING DISTRICT MAP AND THE LAND USE ELEMENT OF THE GENERAL PLAN FOR PROPERTIES LOCATED CITYWIDE.

WHEREAS, the Planning Commission has reviewed the Land Use Element during public hearings, thereafter making a determination, by their Resolution No. 7038, to recommend approval of this matter by the City Council, and

WHEREAS, the City Council has approved and adopted a revised Land Use Element of the General Plan, by its Resolution No. 89-99, and

WHEREAS, all other proper petitions, notices and public hearings have been held as required by law,

BE IT ORDAINED by the Council of the City of Pomona as follows:

SECTION 1. The Official Zoning District Map, being part of Ordinance No. 1466 of the City of Pomona, is hereby amended as follows:

That all real property in the City of Pomona that is inconsistent with the Land Use Element of the General Plan be rezoned to establish such consistency as described and depicted in the revised Official Zoning District Map, marked "Exhibit A", and by reference made a part hereof.

SECTION 2. The City Clerk shall certify to the passage and adoption of this ordinance, causing it to be posted as required by law and it shall thereafter be in full force and effect thirty days after the date of its final reading.

APPROVED, ADOPTED AND PASSED this 30th day of May.

THE CITY OF POMONA

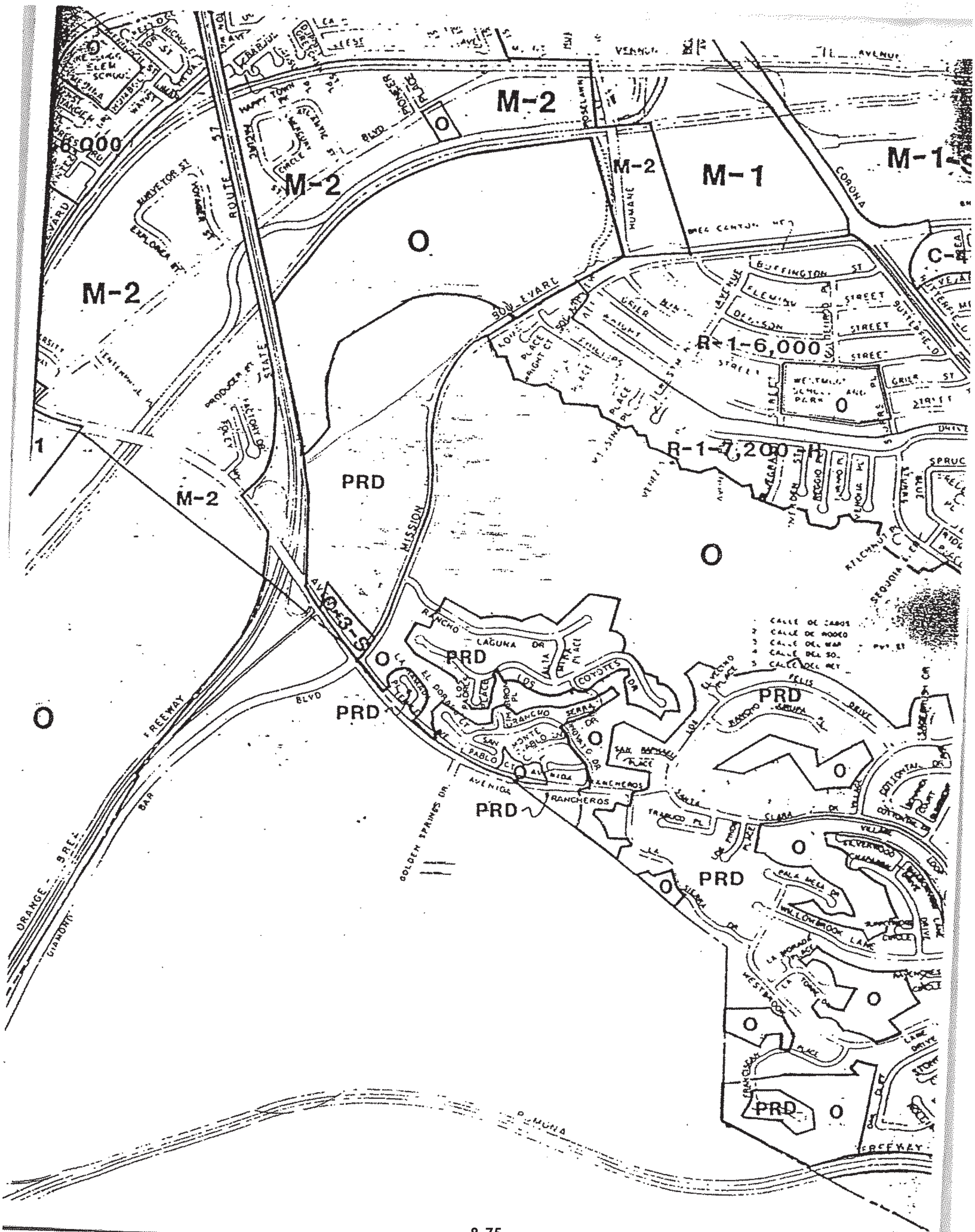
BY DONNA SMITH

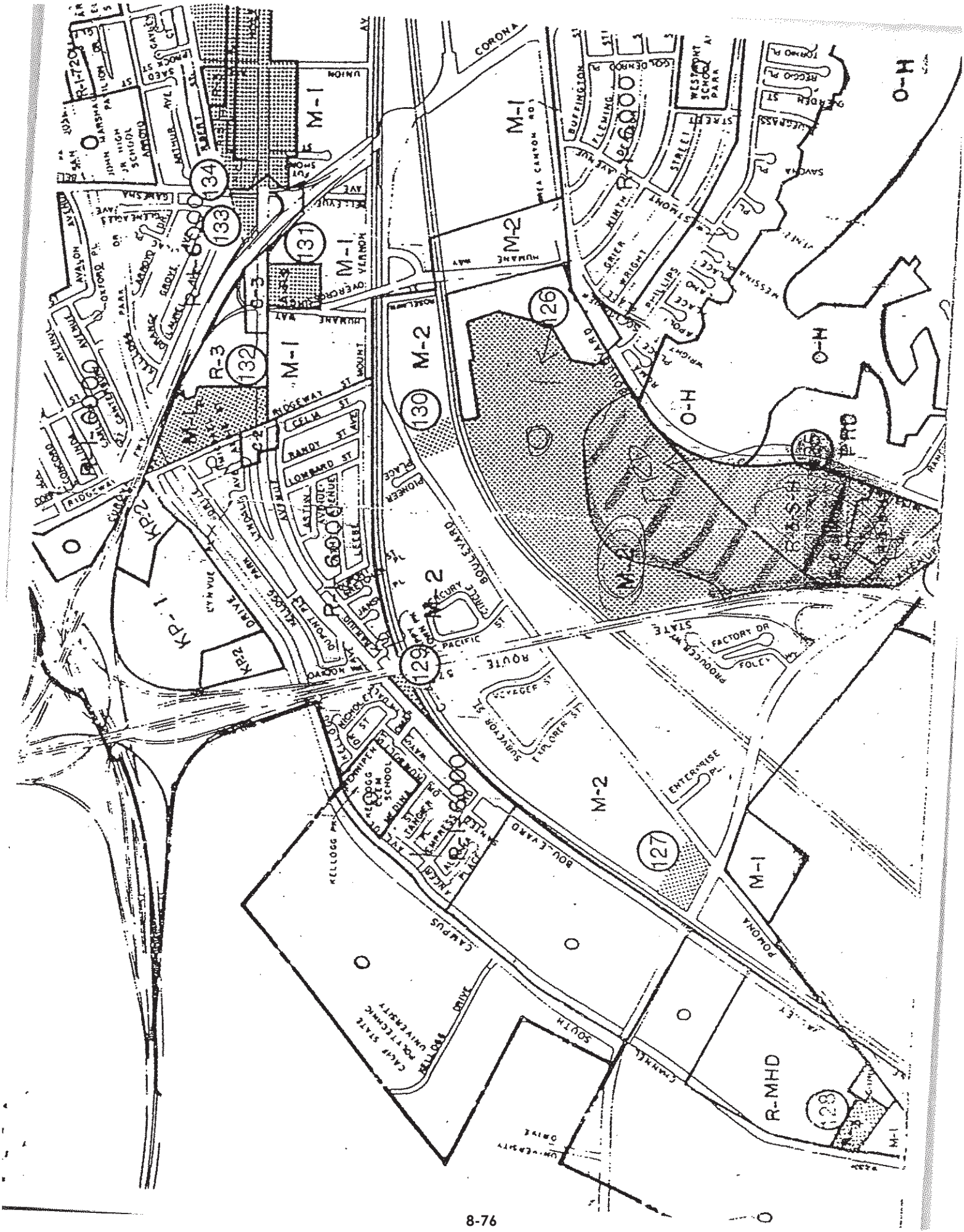
ATTEST:

ELIZABETH VILLERAL
CITY CLERK

APPROVED AS TO FORM:

BY PATRICK J. SAMPSON
City Attorney


M-2
M-1
O
R-1-6,000
R-1-7,200-H
PRD
C-3-S
ROUTE 57
STATE
FREEWAY
ORANGE - BREA
MISSION
BLVD
AVENUE
CORONA
BUFFINGTON ST
STREET
RANCHO
LAGUNA DR
COYOTES
EL DORADO CT
SAN PABLO CT
RANCHEROS
AVENIDA
GOLDEN SPRINGS DR.
FELIS
DRIVE
SANTA CLARA DR
PRD
WILLOWBROOK LANE
WESTBROOK
POMONA
FREEWAY
CALLE DE CABOS
CALLE DE RODEO
CALLE DEL MAR
CALLE DEL SOL
CALLE DEL REY


M-1
M-2
R-3
R-MHD
O-H
O
CORONA
BOULEVARD
PACIFIC
RIDGEWAY
MOUNT
CELIA ST
RANDY ST
LOMBARD ST
PIONEER PLACE
FACTORY DR
ENTERPRISE PL
SURVEYOR ST
EXPLORER ST
CAMPUS
SOUTH
POMONA
BUFFINGTON
FLEMING
STATE
ROUTE
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CONSISTENCY

AREA	LOCATION	NUMBER OF PROPERTIES INVOLVED (APPROX)	CURRENT LAND USE	GENERAL PLAN LAND USE	CURRENT ZONE	IMPLEMENTING ZONES
112	Between Hamilton & Waters Ave./ S/o Phillips	7	Convenience Comm.	Single Fam.	C-3,C-2	R-1
113	Dudley/Ninth/Phillips/Park/ Grand	384	Low Density	Single Fam.	R-2,R-3	R-1
114	Ninth/Buena Vista SW Corner	1	Low Density	Single Fam.	R-3-S	R-1-S
115	Sixth to Twelfth St. between Hamilton & White Avenue	83	Low Density	Low Density	R-3,R-4	R-2
116	Ninth & Hamilton SE Corner	1	Low Density	Low Density	R-4-S	R-2-S
117	Seventh St. & Parcels NE Corner	1	High Intensity Mixed Use	Medium Dens.	T-3	R-3
118	Sixth St. between Myrtle & Civic Center	70	Gen. Comm., High Intens. Mixed Use	Mixed Use	T-2,T-3 R-2,R-3	C-4
118a	Sixth N & S/sides between Buena Vista & Myrtle	18	Low Density General Commercial	Low Density	R-1-7200	R-2
118b	Sixth N/side between Oak Avenue & Buena Vista	12	General Commercial	Mixed Use	T-2	C-4
119	Ninth & Buena Vista NW Corner	3	Low Density	Low Density	R-3	R-2
120	Dudley Street/Hansen Avenue	12	Low Density	Low Density	R-3,R-4	R-2
121	Dudley Street/Vejar St. NE Corner	5	Low Density General Commercial	Mixed Use	T-4,R-4 R-2	R-4
122	Curran Pl/Mission	23	Convenience Comm. Single Family	General Commercial	T-3, M-L-S	C-4
123	Phillips Ranch (Open Space)	Open Space	Planned Residential Development	Open Space	R-1	O
124	Temple/Mission	3	High Intensity Mixed Use	Convenience Commercial	C-C-S-H	C-3-S-H
125	Between 57 Fwy and Mission Blvd.	7	High Intensity Mixed Use	Planned Res. Development	R-3-S-H C-C-S-H M-2	PRD
126	Elephant Hill	1	Open Space	Open Space	M-2	O
127	Temple Blvd./Valley Blvd./ Pomona Blvd.	1	Gen. Manufacturing	Convenience Commercial	M-2	C-3
128	Valley Blvd./San Jose Wash	4	Gen. Manufacturing	Gen. Man.	R-3	M-1
129	Valley Blvd./57 Fwy	1	Single Family	Gen. Man.	C-4	M-1

RESOLUTION NO. 7038

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF POMONA, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, RECOMMENDING APPROVAL OF THE REVISED LAND USE ELEMENT OF THE GENERAL PLAN.

A. REQUEST:

1. APPLICATION FOR: Approval of the revised Land Use Element of the General Plan

2. APPLICANT: City Initiated

3. LOCATION: Citywide

B. ACTION:

BE IT RESOLVED by the Planning Commission as follows:

It is hereby found and determined that the proposed Land Use Element is consistent with the goals and objectives for the development of the City of Pomona and it is recommended that it be approved by the City Council.

AYES: Root, Carter, Bredenkamp, Blanton, Gendron, Cortez
NOES: None
ABSENT: Solomon

"Pursuant to Resolution No. 76-258 of the City of Pomona, the time in which judicial review of this action must be sought is governed by Sec. 1094.6 C.C.P."

APPROVED AND PASSED this 25th day of January 1989.

PLANNING COMMISSION CHAIRMAN

ATTEST:

PLANNING COMMISSION SECRETARY

ITEM 5C

AN ORDINANCE AMENDING THE OFFICIAL ZONING DISTRICT MAP WHICH IS PART OF ORDINANCE NO. 1466, TO ESTABLISH CONSISTENCY BETWEEN THE OFFICIAL ZONING DISTRICT MAP AND THE LAND USE ELEMENT OF THE GENERAL PLAN FOR PROPERTIES LOCATED CITYWIDE. (City initiated; Planning Commission Resolution No. 7038; from May 8 and 15)

4
ORDINANCE
EST CONSISTENCY
ZONING DIST MAP
LAND USE ELEM
GEN PLN
PC NO. 7038
(City)

Councilmember Bryant moved that the Council approve the Alternative No. 1 Zoning with a mixed use Land Use in the proposed Zoning Ordinance. The motion was seconded by Councilmember Soto.

In discussion, Councilmember Soto restated her concern that the designation of the Valley Chevrolet site on East Holt Avenue would be R-1 along the back and a Commercial designation in the front.

One member of the audience spoke to this matter.

Ayes: Soto, Ursua, Bryant, Nymeyer.
Noes: Smith, as she did not want to see more apartments in the area.

ALTERNATE #1
MIXED USE LAND USE
APPROVED
6.22

- Carried -

Moved by Councilmember Bryant, seconded by Councilmember Soto, that the ordinance be placed upon second and final reading, and be approved, adopted, and numbered 3495.

Ayes: Soto, Ursua, Bryant, Nymeyer, Smith.

ORD APPROVED
10.8, 6.22

- Carried -

Councilmember Soto informed the audience concerned about the Valley Chevrolet site, that she had requested a status report on the Valley Chevrolet site, which was an item on the Agenda to be discussed later on during the meeting.

AN ORDINANCE AMENDING THE OFFICIAL ZONING DISTRICT MAP WHICH IS PART OF ORDINANCE NO. 1466, TO PROVIDE FOR A CHANGE OF ZONE FROM R-2 TO R-2 PLANNED DEVELOPMENT ("PD") FOR PROPERTY GENERALLY LOCATED AT 1103-1135 SOUTH WHITE AVENUE. (Jim W. Nottingham, for Nottingham Ltd., applicant; Planning Commission Resolution No. 7090)

5
ORDINANCE
ZONE 1103-1135
S WHITE
PC NO 7090
(Nottingham)

Moved by Councilmember Bryant, seconded by Councilmember Soto, that the ordinance be placed upon second and final reading, and be approved, adopted, and numbered 3496.

Ayes: Soto, Ursua, Bryant, Nymeyer, Smith.

APPROVED
6.22

- Carried -

AN ORDINANCE AMENDING THE OFFICIAL ZONING DISTRICT MAP WHICH IS PART OF ORDINANCE NO. 1466, TO PROVIDE FOR A CHANGE OF ZONE FROM R-1-6000 AND R-2 TO R-1 PLANNED DEVELOPMENT ("PD") OVERLAY FOR PROPERTY GENERALLY LOCATED AT 900 EAST PHILLIPS BOULEVARD. (Sanmukh P. Bhakta and Bharti S. Bhakta, applicants; Planning Commission Resolution No. 7071)

6
ORDINANCE
ZONE 900 E
PHILLIPS
PC NO. 7071
(Bhakta)

Moved by Councilmember Bryant, seconded by Councilmember Soto, that the ordinance be placed upon second and final reading, and be approved, adopted, and numbered 3497.

: Soto, Ursua, Bryant, Nymeyer, Smith.

APPROVED
6.22

- Carried -

Councilmember Ursua questioned the effect this particular matter would have on similar matters of this type.

REVIEW PC NO 7085(Appeal) CUP 2488 S RESERVOIR (Arco)

Members of the audience who were present at the Planning Commission hearing, spoke in opposition to this issue.

A RESOLUTION DENYING A CONDITIONAL USE PERMIT.

8a RESOLUTION APV PC NO 7085 DENY CUP

Moved by Councilmember Bryant, seconded by Councilmember Soto, that the resolution be approved, adopted, and, numbered 89-106, denying a Conditional Use Permit.

Ayes: Soto, Bryant, Smith.
Noes: Nymeyer.
Abstentions: Ursua.

APPROVED 6.22

- Carried -

AN ORDINANCE AMENDING THE OFFICIAL ZONING DISTRICT MAP WHICH IS PART OF ORDINANCE NO. 1466, TO ESTABLISH CONSISTENCY BETWEEN THE OFFICIAL ZONING DISTRICT MAP AND THE LAND USE ELEMENT OF THE GENERAL PLAN FOR PROPERTIES LOCATED CITYWIDE. (City initiated; Planning Commission Resolution No. 7038; from May 8)

9 ORDINANCE ZONING DIST MAP LAND USE ELEM GENERAL PLN CITYWIDE PC NO 7038 (City)

Moved by Councilmember Nymeyer, seconded by Mayor Smith, that the ordinance be placed upon second reading and approved.

The Council noted their concern of certain zoning designations in the areas of South Garey Avenue near Lexington Avenue, the Patritti Tract, and the area of the 1100 block of Murchison Avenue.

The Development Services Manager stated that in accordance with his communication, there are currently several projects in various stages of plan check and approval that would be inconsistent with the approved plan and zoning. Past Council action in these instances have allowed those applicants with approval, permit, Planning Commission action, or in plan check, to proceed because of their sizable investment. He stated that he would recommend that a similar policy be adopted by the City Council directing staff to allow those in plan check to continue with their proposals whether consistent or not.

In further discussion, Councilmember Soto restated her concern of the area in the 1100 block of Murchison Avenue, and how this would affect the eight single family homes in that area, that she would give the information to staff in order that they might contact the residents in that neighborhood, so that their concerns can be addressed. She also felt that the matter could be held one more week, until these concerns have been addressed.

Mayor Smith asked if the maker of the motion would be willing to amend the motion to include the policy recommended by staff to allow applicants with approval, permits, Planning Commission action or plan check to proceed because they are already in the process. The maker of the motion agreed.

Councilmember Bryant stated that he was in favor of a policy statement, but not in favor of the rest of the motion; that there should be two separate motions, and, therefore, he would vote against the motion.

Councilmember Ursua felt that there should be a consensus of the entire Council on this matter.

Mayor Smith felt that it was not fair to hold up the Plan for individual properties.

ORDINANCE GENERAL PLN

Vote:
Ayes: Nymeyer, Smith.
Noes: Soto, Ursua, Bryant.

- Not Carried -

Moved by Councilmember Bryant, seconded by Councilmember Soto, that this matter be brought back to the Council on May 30, 1989.

Ayes: Soto, Ursua, Bryant.
Noes: Smith.
Not Voting: Nymeyer.

ORDINANCE HELD OVER TO 5/30/89

- Carried -

Moved by Councilmember Bryant, seconded by Councilmember Soto, that the Council adopt the recommended Policy for persons who have applications in process.

Ayes: Soto, Ursua, Bryant.
Noes: Nymeyer, Smith.

POLICY STATEM ADOPTED 6.22, 10.8

- Carried -

In discussion of the Consent Agenda, the Council removed Item (b) for separate discussion.

10 CONSENT:

ITEM (b): A RESOLUTION AUTHORIZING PURCHASE ORDERS TO JCF AND ASSOCIATES, ACROPOLIS, AND COLD SPRING GRANITE CO. (For purchase of street furniture for the Downtown Plan along the Garey Avenue Corridor; $39,670 to JCF and Associates; $15,549 to Acropolis; $32,427 to Cold Spring Granite Co.; all budgeted from Fiscal Year 1988 CDBG monies)

(b) RESOLUTION AUTH PURCH ORDERS STR FURNITURE DOWNTOWN PLN GAREY CORRIDOR (JCF/Acropolis/ Cold Spring Granite Co)

Moved by Councilmember Bryant, seconded by Councilmember Soto, that this matter be held over to a future date pending Council discussion on the cost for these items.

Ayes: Soto, Ursua, Bryant.
Noes: Nymeyer, Smith.

HELD OVER 3.11, 6.23.1

- Carried -

Moved by Councilmember Bryant, seconded by Councilmember Soto that the remaining items on the Consent Agenda be acted upon as recommended.

REMAINING CONSENT:

AN ORDINANCE ADDING SECTION 9-272 (EXEMPTIONS) TO ARTICLE XXIII (TAX UPON THE CONSTRUCTION OF NEW DWELLING UNITS) OF CHAPTER 9 OF ORDINANCE NO. 1673; ALSO KNOWN AS THE CODE. (To provide for exemptions from the tax on new residential facilities)

(a) ORDINANCE EXEMPT TAX CONST NEW DWELL UNITS

Placed upon first reading.

1ST RDG 4.10

AN ORDINANCE AMENDING CHAPTER 5 (BUILDINGS) OF ORDINANCE NO. 1673, ALSO KNOWN AS THE CODE, BY AMENDING SECTION 5-11 OF ARTICLE I THEREOF TO REQUIRE RECORDATION OF NOTICE OF NUISANCE AT TIME OF COMMENCEMENT OF PROCEEDINGS, BY AMENDING SECTION 5-18 OF ARTICLE I THEREOF BY PROVIDING CERTIFIED SHORTHAND REPORTING AS ASSESSABLE COSTS, AND BY ADDING ARTICLE III THEREOF TO PROVIDE FOR ABATEMENT OF NUISANCE CONDITIONS IN USES OF PRIVATE PROPERTY. (Building demolition proceedings and abatement proceedings for drug houses, houses of prostitution and gang hangouts)

4
ORDINANCE
BLDG DEMO/
ABATEM
PROCEEDINGS
DRUG HOUSES,
PROSTITUTION,
GANGS

Moved by Councilmember Nymeyer, seconded by Councilmember Ursua, that the ordinance be placed upon second and final reading, and be approved, adopted, and numbered 3492.

The Council questioned whether there was a change in the tax levy.

Ayes: Soto, Ursua, Bryant, Nymeyer, Smith.

- Carried -

APPROVED
5.9, 6.12
1.5

AN ORDINANCE ADDING SECTION 16-46 TO CHAPTER 16 OF ORDINANCE NO. 1673, ALSO KNOWN AS THE CODE, PROHIBITING PEOPLE FROM ATTENDING PLACES WHERE ILLEGAL GAMBLING OCCURS. (From April 17 and May 1)

5
ORDINANCE
ILLEGAL
GAMBLING

Moved by Councilmember Bryant, seconded by Councilmember Soto, that the ordinance be placed upon second and final reading, and be approved, adopted, and numbered 3493.

Ayes: Soto, Ursua, Bryant, Nymeyer, Smith.

- Carried -

APPROVED
5.12, 1.5

AN ORDINANCE AMENDING THE OFFICIAL ZONING DISTRICT MAP WHICH IS PART OF ORDINANCE NO. 1466, TO ESTABLISH CONSISTENCY BETWEEN THE OFFICIAL ZONING DISTRICT MAP AND THE LAND USE ELEMENT OF THE GENERAL PLAN FOR PROPERTIES LOCATED CITYWIDE. (City initiated; Planning Commission Resolution No. 7038)

6
ORDINANCE
EST CONSISTENCY
ZONE DIST MAP/
LAND USE ELEM
GEN PLAN
PC NO. 7038
(City)

Councilmember Bryant noted that the zoning map should have been included in this packet.

Acting City Administrator recommended that this matter be held over to next week for inclusion of the zoning map.

Moved by Councilmember Bryant, seconded by Councilmember Soto, that this matter be held over one week, as recommended by the Acting City Administrator, for inclusion of the zoning map.

Ayes: Soto, Ursua, Bryant.
Noes: Nymeyer, Smith.

- Carried -

HELD OVER ONE
WEEK
10.8, 6.22

Aman, Steve

From: Lazzaretto, Mark <Mark_Lazzaretto@ci.pomona.ca.us>
Sent: Wednesday, July 18, 2012 2:16 PM
To: Aman, Steve
Subject: RE: Request for Conformation of Zoning & General Plan for Elephant Hill

Steve,

I can confirm that the maps in our office are incorrect and that yes, the maps will be corrected to indicate where the PRD and Open Space areas exist on Elephant Hill. If you file an application for a project, the maps will be corrected during the entitlement process so that the EIR and the entitlement documents show the correct designations by the time they are considered for adoption/approval. Absent an application, it definitely won't be in the near future when we make those corrections.

Mark

From: Aman, Steve [mailto:steve.aman@urs.com]
Sent: Wednesday, July 18, 2012 1:32 PM
To: Lazzaretto, Mark
Subject: Request for Conformation of Zoning & General Plan for Elephant Hill

Mark,

Thank you for your return call last week. You verbally confirmed that the current Zoning and General Plan Maps for my property known as Elephant Hill are not correct. You stated that you would be correcting the maps to reflect the details provided in the attached document. In summary, General Plan Map will be corrected to show the PRD and Open Space areas as shown, and the Zoning Map will also be corrected to show the PRD and Open Space areas as shown.

You had stated that these corrections would be occurring in the near future but could not provide a specific date. Given that I am considering an application shortly, I would appreciate a response to this e mail confirming this information.

Thank you very much for your consideration.

Best Regards,

Steve Aman
URS Resources | Cleveland Wrecking Company | Aman Environmental Construction
614 E. Edna Place, Covina, CA 91723
P|626.967.4287, ext. 3008 F|626.332.1877

Assistant: Bonnie Hoffman - Extension 3006

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Letter 14

Commenter: Gregory P. Powers, Esq., on behalf of Aman Family, LLC

Date: July 31, 2013

Response 14.1

The commenter suggests that designation of Elephant Hill as Open Space in the General Plan Update is incorrect and that the property owned by the Aman Family, LLC, which is a portion of the property known as Elephant Hill, should be designated as PRD (planned residential development) in the General Plan Update. The commenter goes on to protest the inclusion of the property in the Los Angeles County Significant Ecological Area Designation No. 6 (SEA #6).

The City has confirmed that Figure 6.3: Pomona Tomorrow in the General Plan Update should be amended to remove the Open Space designation from the approximately 50 acre portion, adjacent to Mission Boulevard, which is consistent with the land use designation for the site under the current General Plan and the zoning ordinance map for the site. The remaining approximately 70 acres would remain as Open Space in Figure 6.3. Therefore, this change does not represent a change in land use designation from what currently exists to what is proposed under the General Plan Update (i.e., no net loss of preserved open space). As a result, this alteration will not affect the conclusions or impact findings included in the EIR. Figure 2-7 (General Plan Land Use Map) in Section 2.0, *Project Description*, of the EIR will also be amended to reflect this change.

With regard to inclusion of the property in the East San Gabriel Significant Ecological Area (SEA #6), this is something that is being proposed by the County of Los Angeles, Department of Regional Planning as part of its Significant Ecological Area Program, which is a component of the Los Angeles County General Plan Conservation/Open Space Element. Comments and queries regarding inclusion of the property in an SEA would need to be addressed to the County of Los Angeles, Department of Regional Planning. It should be noted however, that SEAs are not preserves; instead they are areas where the County deems it important to facilitate a balance between development and resource conservation. Development activities, while not precluded in SEAs, are reviewed closely in order to conserve fragile resources such as streams, oak woodlands and threatened or endangered species and their habitat.

Response 14.2

The commenter recommends amendments to Section 2.0, *Project Description*, Section 4.1, *Aesthetics*, and Section 4.3, *Biological Resources*, including a number of figures showing Elephant Hill as Open Space. The information included in the areas of the Draft EIR cited by the commenter is primarily from the General Plan Update, including most of the referenced figures and the policy language. Please see the list below for amendments made to the EIR text in response to this comment.

Text on page 2-10 of the Final EIR has been amended as follows:

> With the exception of open space areas in the southwestern (Phillips Ranch and portions of Elephant Hill) and northwestern (Mountain Meadows) portions of the City, all large land areas within the City have been developed.

Figure 2-7 in Section 2.0, *Project Description*, has been amended as described in Response 14.1.

Text on page 4.1-1 of the Final EIR has been amended as follows:

> Approximately 660 acres of hillside open space are located in Pomona, which can be primarily found in Phillips Ranch and portions of Elephant Hill. Another major open space area can be found in Ganesha Hills, located in the northwestern part of Pomona. Lastly, there is also the Pomona Cemetery located in the southern portion of the city, which also provides visual relief from surrounding developed areas.

Text on page 4.3-1 of the Final EIR has been amended as follows:

> Pomona is largely urbanized and contains very little native vegetation. Vacant lots and hillside areas may contain sage scrub communities, but the majority of the vegetation within the city is composed of introduced species and landscaped or ornamental vegetation. The city's long development history has led to the establishment of numerous mature trees along its streets and parkways. As mentioned above, preserved open space areas that contain native vegetation include Phillips Ranch, portions of Elephant Hill, Westmont Hills, Mountain Meadows, and Ganesha Hills (Figure 4.3-1).

In response to this comment, Figure 4.3-1 in Section 4.3, *Biological Resources*, has been amended to show only a portion of Elephant Hill as preserved Open Space.

Text on page 4.3-24 has been amended as follows:

> Within Pomona this SEA is located immediately east of I-57, extending eastward to near the SR-71 freeway, as shown in Figure 4.3-3. This location is partially within the City's Mission-SR-71 Specific Plan Area. However, ~~the~~ portions of the area ~~is wholly~~ are designated as open space in the existing and proposed General Plan Update. This SEA is also located outside the Corridors Specific Plan Area. Due to designation of portions of the area as open space, and the fact that development activities within the remaining area would be reviewed closely prior to development approval, ~~would not occur on this proposed SEA and therefore would not~~ interference with species corridors or linkages would not occur.

The commenter also objects to inclusion of the areas of the City included in the proposed East San Gabriel Valley SEA within an overlay district of the Zoning Ordinance. Prior to any action by the City on this issue all required procedures for noticing and public meetings and hearings would be followed by the City and any comments related to this issue would be considered by the decision makers at that time.

Figure 4.8-1 in Section 2.8, *Land Use and Planning*, presents the a map of the existing land use designations in the City and is taken directly from the Draft General Plan Update. This figure has been amended to show the correct land use designation for the referenced property.

Finally, the commenter objects to the wording of Policy 7E.P7, which is presented on pages 2-23 of the Draft EIR. This proposed policy states that the City will, "Coordinate with Los Angeles County to protect the East San Gabriel Valley Significant Ecological Area (SEA #7). Develop local regulations to protect areas within and adjacent to SEA #7, including the possibility of identifying this area with an overlay district in the Zoning Ordinance". Rather than a comment on the analysis contained in the Draft EIR, this is a comment on the content of the General Plan Update itself and does not challenge or question the analysis or conclusions in the Draft EIR. City decision-makers will consider the commenter's concerns as they review the General Plan Update and Corridors Specific Plan.

Response 14.3

The commenter lists a number of corrections requested for inclusion in the General Plan Update. This comment pertains to the content of the General Plan Update and does not challenge or question the analysis or conclusions in the Draft EIR. This comment is noted and City decision-makers will consider the commenter's concerns as they review the General Plan Update and Corridors Specific Plan.